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Schuff & Co., A. C., grain and hay.
Thomson & Co., W. A., corn, oats and rye.
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Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed.

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Southern Brokerage Co., grain, hay, feeds & seeds.

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Zahn & Co., J. F., grain, seeds.*

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*Members Grain Dealers National Association.

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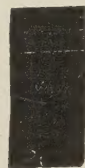
CERTIFICATE OF WEIGHT

FORM 88 is designed for making a certified statement of the weight of a car of grain and the condition of the car. It has spaces for Date, Car No., Initial, Date Loaded, Number of Pounds, Kind of Grain, Seal Record, Firm Name and Weigher. These forms are duplicating and are check bound, 75 originals and 75 duplicates in each book. The original forms are printed on bond paper and are machine perforated so that they will tear out readily. The duplicates remain in the book as permanent record. The certificates are numbered in duplicate. Size 8½x4½ inches. Price with four sheets of carbon paper, 75 cents.

GRAIN DEALERS JOURNAL,

315 So. La Salle Street, Chicago, Ill.

Halliday Elevator Company

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Cairo, Ill.

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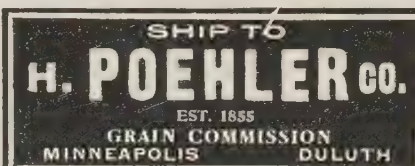
Grain Commission

Careful personal attention given to
consigned grain. We know its value.

GRAIN BOOKS



316-318 4th Ave. So., Minneapolis, Minn.



H. L. HANKINSON & CO.

GRAIN COMMISSION
Solicit Your Consignments

MINNEAPOLIS
MILWAUKEE DULUTH

Jonah got inside information,

and he came out all right.

Shippers consigning Us receive "inside information" of the best firm, of the best way, of the best returns from grain shipments, hence make most money.

Surprisingly - satisfactory - returns from that next car to

Minneapolis
Duluth

McCAULL - DINSMORE CO.

Helena, Mont.
Aberdeen, S. D.
Omaha, Nebr.
Sioux City, Ia.

RECEIVERS, SHIPPERS AND BROKERS

McCRAE, MORRISON & COMPANY
Shippers of Corn and Oats
WHOLESALE GRAIN DEALERS
 When you want QUICK SERVICE, HIGH QUALITY and SATISFACTORY PRICES in this line, consult us.
 None are more able to give you this than we.
 Correspondence Solicited. **KENTLAND, INDIANA**

E. A. GRUBBS GRAIN CO.
 Greenville, Ohio

Wants Correspondence with members of the Grain Dealers National in Ohio, Indiana and Illinois. We want strictly sound winter wheat, yellow shelled corn and re-cleaned white oats.

McLane, Swift & Co.

Buyers of Wheat, Corn, Natural and Clipped Oat, Choice Rye. Write for bids. Consignments solicited. Elevator located on M. C. & Grd. Trunk.
BATTLE CREEK :: MICHIGAN

Paul Kuhn & Co.
 Receivers and Shippers of
GRAIN
 Terre Haute and Evansville, Ind.

CRABBS REYNOLDS TAYLOR CO.
GRAIN AND CLOVER SEED
CRAWFORDSVILLE INDIANA

IOWA-DAKOTA GRAIN CO.
 Grain and Commission Merchants
 FURNISHING GRAIN TO MILLS AND INTERIOR POINTS A SPECIALTY
 Write or Wire for Prices. **SIOUX CITY, IA.**

E. F. Shepard O. W. Trapp Chas. G. Clark
Shepard, Clark & Co.
 218 Columbia Bldg., CLEVELAND, O.
GRAIN HAY STRAW
 Dried Beet Pulp. "Hector" Distillers Grain. Mill Feed

E. I. BAILEY
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 Receiver and Shipper of
 Corn, Oats, Millfeed
 ASK FOR PRICES

The D. W. RANLET CO.
 708 Chamber of Commerce, BOSTON, MASS.
 Cash buyers of all kinds of grain, for the New England Territory. Sample wheat, barley, screenings, oat-feed, malt sprouts, etc., specialties. We solicit correspondence

BALDWIN GRAIN COMPANY
 GRAIN BROKERS
 BUYERS OF CAR LOTS
 R. C. BALDWIN, Mgr. BLOOMINGTON, ILL.

L. E. SLICK & CO.
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CASH GRAIN
 We Buy Grain for All Markets.
 Both Phones. Get Our Prices.

MATTHEW D. BENZAQUIN
 GRAIN AND FEED
 Brokerage and Commission
 DOMESTIC AND EXPORT
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 Central West Virginia Territory
 Correspondence solicited.
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"STOCKBRIDGE SERVICE SATISFIES"
 BUYERS AND SHIPPERS OF
GRAIN, HAY, BEANS AND WOOL
 Stockbridge Elevator Co.
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 GRAIN, HAY and SEED MERCHANTS
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U. S. FEED & GRAIN CO.
 Dealers in GRAIN, HAY, MILL FEED
 Manufacturers MIXED FEEDS
 Correspondence Solicited
MEMPHIS, - TENNESSEE

WILLIS E. SHELDEN
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JACKSON MICHIGAN

ALEXANDER AUSTIN
 DEALER IN
SALVAGE GRAIN
 Grain, Feed, Etc.
 WRITE OR WIRE
 TRADERS BLDG., CHICAGO

Cifer Codes
 ALL KINDS.
 WRITE FOR CATALOG TO
 Grain Dealers Journal
 CHICAGO, ILL.

It is the returns from advertising that permits the maximum of service to our readers. Please specify the **Grain Dealers Journal** when writing an advertiser.

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 Commission Merchants
 GRAIN :: HAY :: SEEDS
 308-310 Chamber of Commerce, BALTIMORE

CONSIGNMENTS A SPECIALTY
JOHN T. FAHEY & CO.
 Commission Merchants
 Grain Receivers and Shippers
 In the Market every day
 Remember us on Rye BALTIMORE, MD.

Established 1882
G. A. HAX & CO.
 COMMISSION
 Grain, Hay and Seeds
 445 North Street BALTIMORE, MD.

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Established 1865
J. S. LAPHAM & CO.
 Grain and Commission Merchants
 FRED W. BLINN, Manager, 601-2-3 Chamber of Commerce, DETROIT, MICH
 Consign to or wire us your offerings on CORN and OATS

Dumont, Roberts & Co.
 Solicit Your Detroit Consignments
 Receivers and Shippers
 Chamber of Commerce, Detroit, Mich



Interconnect your departments
and add to your general effi-
ciency by installing a system

of

Western Electric Inter-phones

These practical telephones are
great aids to the executive who
aims to keep his organization
keyed up to high efficiency by
providing the best possible
means for constant supervision.

Press a button and the depart-
ment head you want answers.

Steps, time and money are saved

Write for details and prices

WESTERN ELECTRIC COMPANY

Manufacturers of the 7,000,000 "Bell" Telephones

New York	Chicago	Kansas City	San Francisco	Montreal	London
Buffalo	Milwaukee	Oklahoma City	Oakland	Toronto	Berlin
Philadelphia	Pittsburgh	Minneapolis	Los Angeles	Winnipeg	Paris
Boston	Cleveland	St. Paul	Dallas	Calgary	Rome
Richmond	Cincinnati	Denver	Houston	Vancouver	Johannesburg
Atlanta	Indianapolis	Omaha	Seattle	Edmonton	Sydney
Savannah	St. Louis	Salt Lake City	Portland	Antwerp	Tokyo

EQUIPMENT FOR EVERY ELECTRICAL NEED



This advertisement ta

real money, more profit, larger margins, cashable returns from your elevator equipment.

"WESTERN" grain handling and cleaning devices, elevator, conveying and power transmission machinery saves you more money in installation, operation and maintenance cost than any other line of elevator equipment manufactured.

"WESTERN" grain cleaners and separators clean grain better, cheaper and with less waste. "WESTERN" cleaned grain demands a premium, and the "WESTERN" user soon pays for his machine.

"WESTERN" elevator equipment is not an experiment. It is the product of over 40 years of study and experience in the manufacture of grain elevator machinery. "WESTERN" devices and machinery are the accepted solution of every grain elevator machinery problem.

Users know and we can prove to you, that

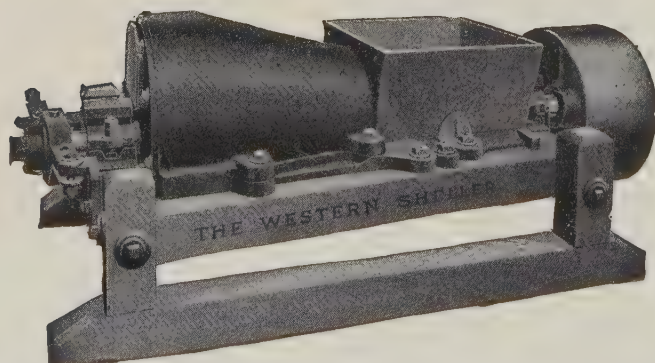
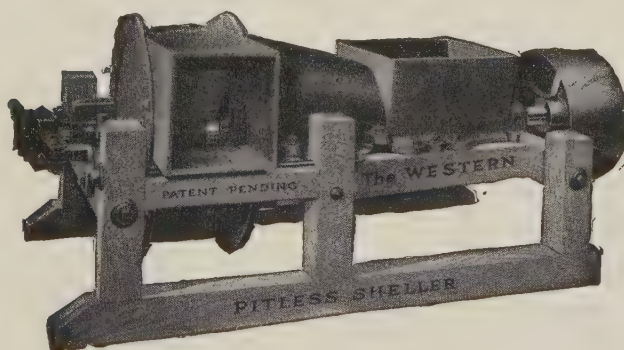
The "WESTERN" Pitless Sheller

is the best sheller on the market. This sheller meets every requirement of the entire grain trade, assures perfect work and is the one with which all others are compared.

There are more "WESTERN" Shellers in operation today than those of any other make. Why—because the ease in operation, the everlasting material used in construction, the slow running speed, and the many exclusive improvements, have ranked the "WESTERN" as the standard.

Full turn solid conveyor feeder, wide flaring hoppers, patent lever enabling the operator to adjust the cylinder instantly, while running, to all kinds and conditions of corn, and the fact that "WESTERN" Shellers WILL NOT CRACK THE CORN, assures a perfect machine.

"Installation leads to admiration."





ks money—LISTEN

The "WESTERN" Gyrating Cleaner

is the biggest money making machine any grain elevator can install. The fact that "WESTERN" cleaned grain demands a premium assures extra profits on every car of grain shipped.

The above claim is backed up by hundreds of satisfied users, who know that the "WESTERN" Gyrating Cleaner cleans more grain better and faster than any other of equal capacity.

"WESTERN" Cleaners have a greater capacity, better separation, better cleaning, more evenly balanced, absolute control, greater durability, and the most convenient and least expensive machine to install.

"WESTERN" GYRATING CLEANER

Motion—This machine has three distinct motions: rotary, giving the cleaner great capacity; oscillating, assuring quick freedom of the screens; and the tossing motion positively prevents the screens clogging with small pieces of cob, etc.

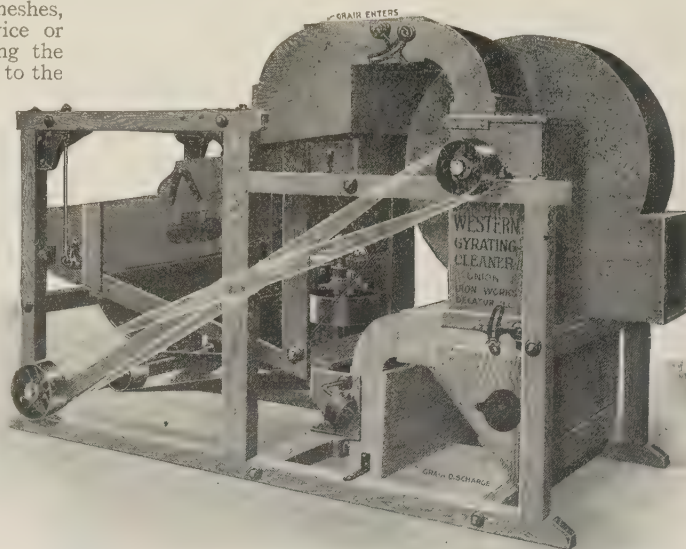
Screens—We use double screens, the top one being composed of a set of fingers over which the cobs pass from the receiving hopper, falling from these to a scalping screen of large perforations—this screen is also provided with a set of fingers making quick separation. The grain then falls on a screen of proper perforations to make a perfect separation. This lower screen is always kept clear of small particles of cob lodging in the meshes, and aided in cleaning by an automatic knocking device or vibrator, which constantly taps the screen, thus hastening the discharge of cobs and causing the grain of corn to settle to the bottom and fall through to the grain pan below. This grain pan runs under the full length of the lower screen, and carries and deposits the grain on a return pan which conveys it back to the fan leg, where the cleaning process is completed—the grain dropping down the fan leg, the screenings deposited in the vacuum chamber, and the dust and light particles to dust room.

Fan—The fan is powerful and is provided with an upper suction which meets the grain as it passes through hopper to the riddles and takes out all loose husks, silk, etc., and keeps the room free from dust. Drafts are all automatically regulated by valves and slides.

Design—The discharge is almost directly on a line below where the grain enters, and just at a natural point for reaching the bins or spouting to a car.

Construction—The machine is extremely simple; built very strongly of the most durable material; braced thoroughly, preventing any possible racking.

Dimensions—Takes less floor space and height than any other cleaner of the same capacity.



"Everything from Pit to Cupola"

is a book, a catalog, designed and published in the interest of better elevators. This catalog has been sent to thousands of grain elevator operators, and your copy is waiting for you to send for it. It costs you nothing, but not sending for it may cost you money. Why take the chance? Send for your copy today. Now.

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Decatur,
Illinois



GET OUR PRICES ON
GASOLINE ENGINES AND
AUTOMATIC SCALES
BEFORE BUYING.
WE WILL SAVE YOU
MONEY.

SPECIAL PRICES ON COMPLETE
ELEVATOR EQUIPMENT.

SEND US YOUR
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EVERYTHING
IN THE
ELEVATOR

CAN BE
HAD
FROM THE

American Supply Co.

OMAHA, NEB.

LARGEST STOCK GRAIN ELEVATOR
MACHINERY & SUPPLIES LOWEST PRICES

GASOLINE ENGINES, SCALES, CONVEYING MACHINERY ETC.

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Dump
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Ear Corn Feeders
Feed Mills
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Cast Iron, Steel
Rim, Wood Split,
Friction Cutch,
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We make and sell
all styles of Coup-
plings, including the
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mission Coupling.



BIN GATES OF
ALL KINDS



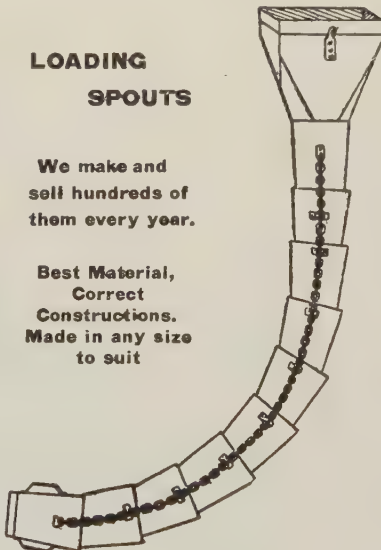
SECTIONAL STEEL
SPOUTING

Receiver
Joints and all
Sheet Metal
Work.

LOADING SPOUTS

We make and
sell hundreds of
them every year.

Best Material,
Correct
Constructions.
Made in any size
to suit

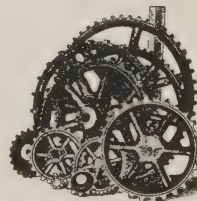


Sprocket
Chain
All
Sizes



SPROCKET WHEELS

Plain, Split, or
with Clutches.



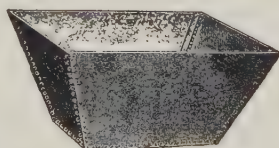
CAR MOVERS
EASY
ATLAS
SAMSON
SHELDON
SPECIAL



EMPIRE CUPS



CAST IRON BOOTS,
ADJUSTABLE,
ALL SIZES.



BOOT PANS, All Sizes.



SALEM CUPS.



CUP BOLTS
All Kinds.



Rubber
and
Leather
Belting



Our seamless Rubber Belting is the best for
elevator service and is guaranteed.



MACHINE CUT LACING

Rawhide and
Indian Tan
Best Quality

Ask for our Handy Net Price
Catalog.



complete line of bearings,
Plain and Self-Oiling.



By Comparison always found to be the best. We
carry a full line Wagon, Hopper and Dump Scales.

Ask us about Corn shellers and cleaners.



GRAIN TESTERS

Both the
HOWE and
CHAMPION
carried in
stock.

"From golden grain to golden dollars"

is the title of a long, sad and well known story to every grain shipper.

It is the story of leaky cars, losses of grain and large losses of money, and many uncollectable claims for loss of weight in transit. It is known to every shipper *not* employing Kennedy Car Liners.

Those shippers lining every car with

KENNEDY Car Liners

have never heard this story since the trial of the first liner. They know that for a small cost that they can protect themselves from leakage loss on every car, and their past experiences will prove that the yearly expense of car liners is a very small proportion compared with usual leakage losses.

The use of **Kennedy Car Liners** is a determination to defeat leaky cars.

Over 1,000 miles of cars were equipped with **Kennedy Car Liners** last year. This shows the serviceability of these liners in the grain trade. It shows that **Kennedy Car Liners** have already been established as necessary to the grain shipper as the freight car itself.

We have various types of liners suitable for all cases of leaky cars: **Kennedy Standard Liners** being for cars in *general bad order*; the **Kennedy End Liners** intended for cars with *defective ends and corners*; and the **Kennedy Grain Door Liners** furnish protection at the *grain doors*, the paper being so reinforced as to be securely effective. In cases where shippers desire, we have the **Kennedy Burlap Reinforced Liners**. After a shipper has become accustomed to their use, the liner can be installed in a very short time, and time saved in patching an old car is alone worth the price of the liner.

A Car Liner is a **Kennedy Car Liner**; there is no substitute. It is a patented article manufactured exclusively by us.

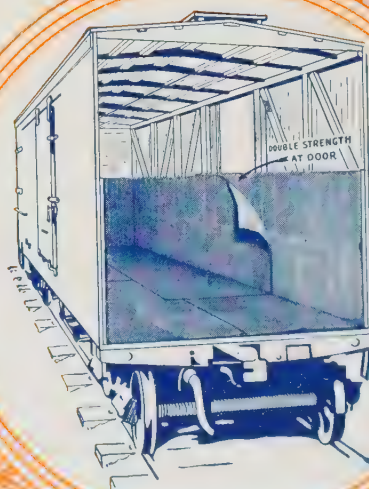
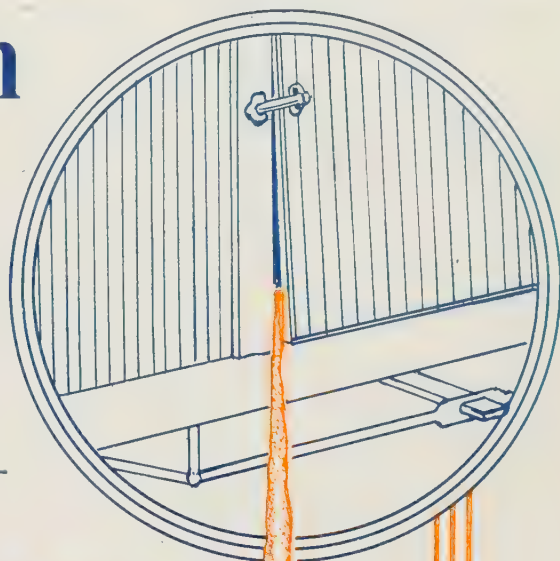
We are always behind on orders when the new crop begins to move, and by placing your orders now we shall be able to ship them immediately.

The next car may be the cause of the largest loss if not equipped with a **Kennedy Car Liner**. Now, why not be prepared, and be ready for the next car?

Write for particulars today—NOW!

**The KENNEDY
Car Liner & Bag Co.**
SHELBYVILLE, INDIANA

*Sold throughout the Northwest by
THE MINNEAPOLIS PAPER COMPANY*



WELLER-MADE Elevating Conveying and

Weller Machinery Represents the Highest Quality and Construction Possible

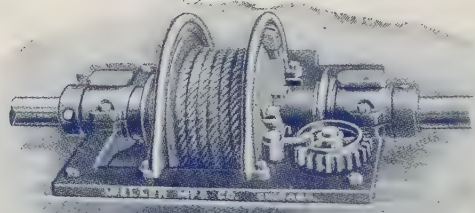
The use of Weller Elevating and Conveying Machinery, means reducing the cost of handling materials in elevators and mills.

This is proved by the large number of Weller Installations and the economy they effect resulting therefrom.

Rope Drives, Friction Clutches, Gears, Bearings, Pillow Blocks, Shafting, Pulleys, Belting. All other kinds of Power Transmitting Machinery furnished promptly.



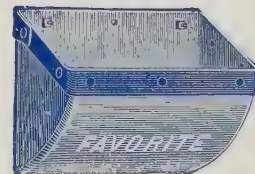
Weller
Improved
Man Lift



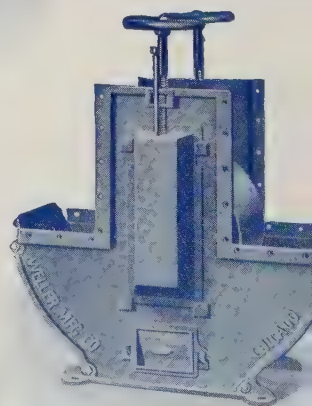
Weller Improved Power Shovel



Friction Clutches



Elevator Buckets



Elevator Boots

WELLER MANUFACTURING

New York Office: 50 Church Street

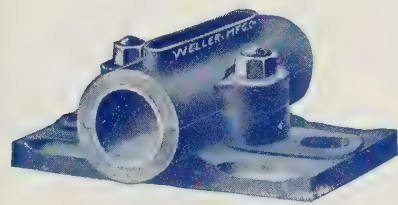
CHICAGO

WELLER-MADE Power Transmission Machinery

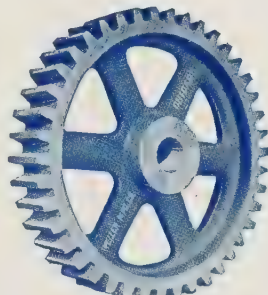
**Weller “Service” are Bywords for Prompt
Shipments and Expert Cooperation
at All Times**

Weller Machinery and Weller “Service” are closely linked. Each in itself represents the best and most highly developed, until they are fully deserving the MERIT mark of esteem accorded them by users everywhere.

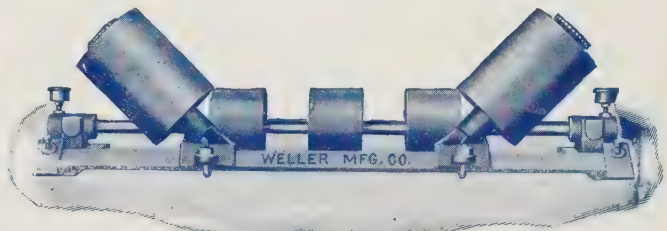
Do not fail to write for our Catalog No. 20; it is fully illustrated and contains all the information you need, such as promotes the easiest and most economical handling of your material.



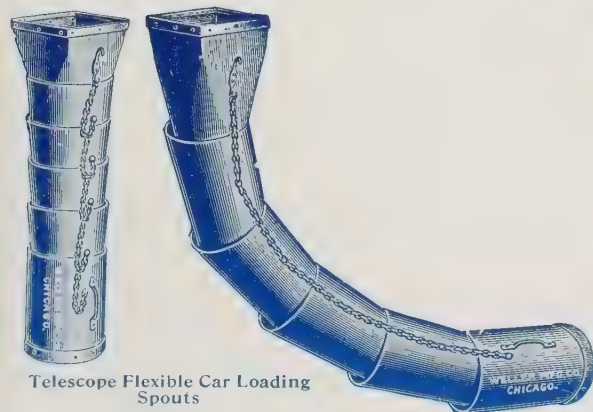
Pillow Blocks



Gears



Belt Conveyors



Telescope Flexible Car Loading Spouts



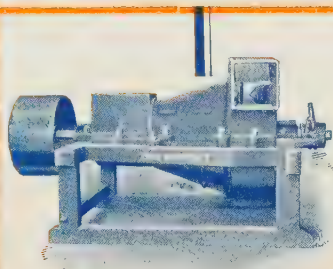
Spiral Conveyors



Steel Conveyor Boxes

WELLER MANUFACTURING COMPANY
GO

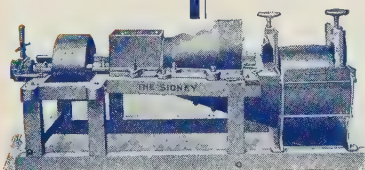
New York Office: 50 Church Street



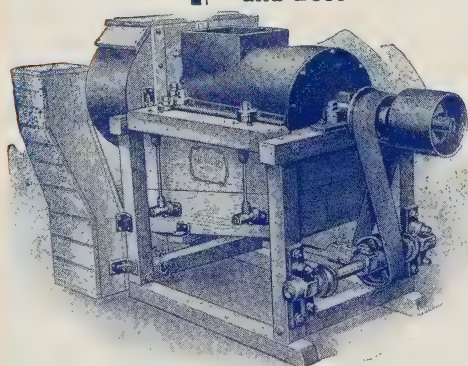
Sidney
Fan Sheller



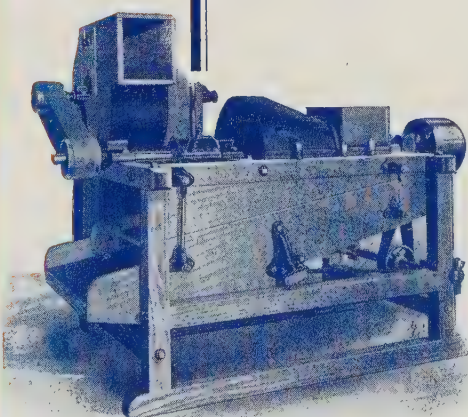
Sidney
Regular Sheller



Sidney
Combined Sheller
and Boot



Sidney
Mill Sheller



Sidney
Combined Sheller
and Cleaner



How many times have you said this?—

"We're shelling as fast as we can, but you'll have to unload at the crib."

"The dump is full, you'll have to wait."

How much time have you lost? How much business has gone to the other fellow? How much beside heavy operation expenses does your elevator equipment cost you per year?

The Sidney Line

saves you time, brings more business to your elevator, and handles more grain faster, better and cheaper.

Efficiency is the goal striven for by every elevator machinery manufacturer, and experience, investigation and comparison will prove to you that the Sidney Line is by far the most progressive.

Sidney machinery is the most simple, practical and satisfactory equipment for handling, cleaning, conveying and elevating grain, and for perfect power transmission.

The easy and quick dumping and disposing of grain from wagons, assures the farmer's appreciation and patronage.

We're not going to describe the Sidney Line now. We only say that we manufacture

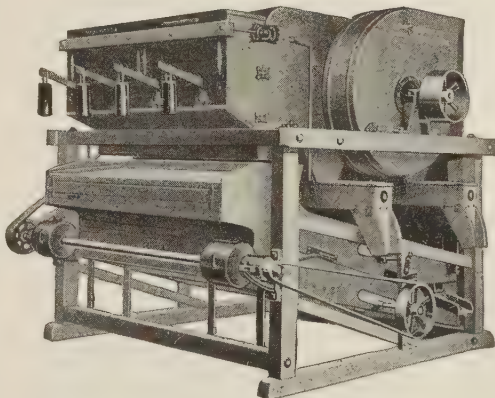
Receiving Separators, Corn and Grain Cleaners, Corn Shellers, Manlifts, Wagon Dumps, Chain Drag Feeders, Shaker Feeders, Indicators, Turnheads, Elevator Boots, Elevator Heads, Steel Loading Spouts, and Different Articles in Power Transmission.

Every machine offers a perfect satisfaction of every want that it has been designed and built to fulfill. Our catalog No. 25 gives the description. Our users will verify their worth. Our expert mechanics and elevator engineers will tell you how the Sidney Line will make more money for you. Write

The Philip Smith Mfg. Co.
Sidney, Ohio

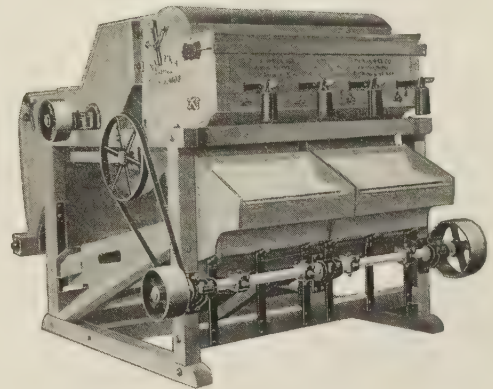
A full stock carried at
Enterprise, Kans.
and
Cedar Rapids, Iowa

Eureka Grain Cleaning Machinery



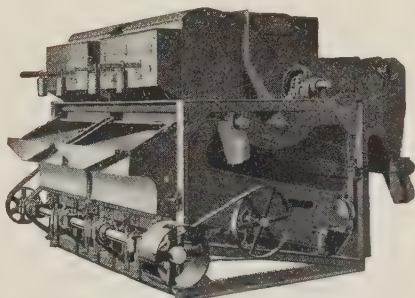
Compound Type

Heavy
Duty



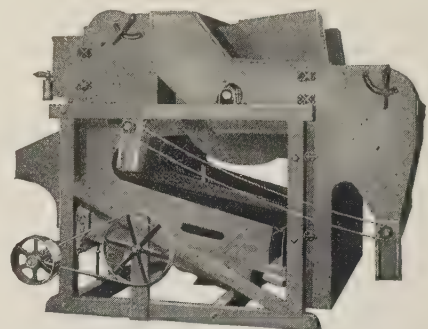
Twin Shoe Type

"EUREKA" Machinery is built to stand the test of time, it is thoroughly well made and substantial. Our Separators handle grain economically—there's no waste to contend with. They will **clean** your grain, not simply half clean it, and they perform their work automatically—they do not require the constant attention of a man to keep them in running order. Their superb mechanical equipment insures to the busy man a means for doing the greatest amount of high-class work, easily, quickly and cheaply, and as such we feel it will merit the closest investigation from purchasers.



All Steel Type

Fireproof
Grain Cleaners
Are
Loss-Proof



Steel Covered Type

This is an age of steel. Steel Bridges, Steel Railway Coaches, Steel Buildings—all built of steel because they are stronger, safer, more durable and above all FIREPROOF.

For the same reason you should be careful in buying CLEANING MACHINES. What becomes of your investment if it is a Wooden Separator and you have a fire? It is wiped out absolutely! Nothing left but a heap of ashes and scrap iron. Not only is your machine a total loss but you probably lose the profits of a season's run as well.

Don't run this risk—invest in a STEEL GRAIN CLEANER—fireproof—loss-proof.

Catalog Free.



REPRESENTATIVES

J. O. SMYTHE, 1034 West 32nd St., Indianapolis, Ind.
W. M. MENZ, Sinks Grove, W. Va.

WM. WATSON, Lock Box 661, Chicago, Ill.
F. E. DORSEY, 4015 Euclid Ave., Kansas City, Mo.



OLDEST and largest manufacturer of Rubber Belting for conveying and elevating grain, etc., etc.

New York Belting & Packing Co.

91-93 Chambers Street, NEW YORK

130 West Lake Street
CHICAGO, ILL.

2nd Avenue, N., and 3rd Street
MINNEAPOLIS, MINN.

"NESTOR"

**SOLID WOVEN
WATERPROOF
BELTING**

**BUILT
ESPECIALLY FOR
ELEVATOR WORK**

WRITE FOR CATALOG
JUST OFF THE PRESS

The American Fabric Belting Co.
CLEVELAND, OHIO.

A Special Belt for Elevating and Conveying Grain

REXALL
DOUBLE-STITCHED
BELTING



Are you interested in a belt which will not only give maximum service handling grain, but will also cause no trouble from bucket bolts pulling out, plies separating, or edge abrasion?

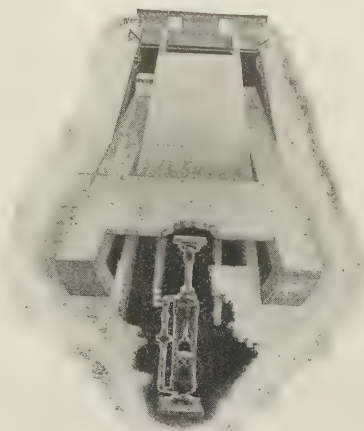
Write us for sample and convincing "Reasons Why" REXALL BELTING will fill this specification.

Imperial Belting Company, :: Chicago

BUMP!!!

**a broken wheel—
a broken wagon—
a runaway team—
a broken leg—
costly damages—**

and all because the elevator operator does not know of the most necessary machine in any elevator—An



Automatic Dump Controller

If no other improvement is made this year an Automatic Dump Controller should be the only one. The old, slam-bang, crash method of dumping wagons is too hard, too costly, too out of date. It not only causes many heavy damage losses each year, but it tends to turn the farmer's grain to the elevator equipped with the dump controller. Farmers go where there is an Automatic Dump Controller, it actually brings more business to your elevator.

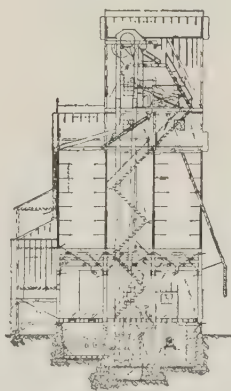
Simple, durable, automatic, no gearing, easily installed on any dump, out of the way, self-lubricating and does not affect the sink room. We guarantee it. A larger number in use than all others combined.

Following is a few of the 600 elevator companies who know that the Automatic Dump Controller is one improvement every grain elevator operator should make:

J. A. Adams, Bunker Hill, Ind.
Farmers Eltr. Co., Lochil, Ind.
Harting & Son, Elwood, Ind.
Badder & Co., Vermont, Ill.
Morgan Farmers Eltr. Co., Morgan, Ill.
Farmers Eltr. Co., Lathan, Ill.
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Thompson Farmers Co., Thompson, N. D.
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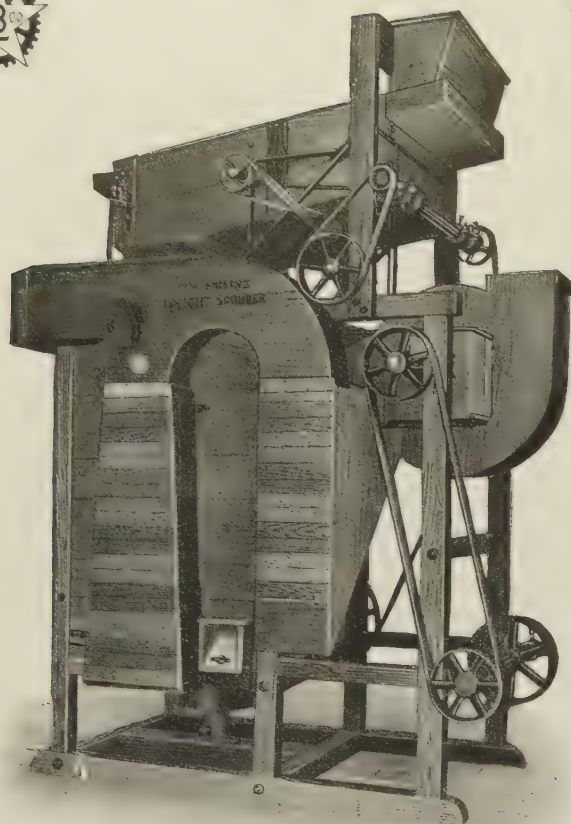
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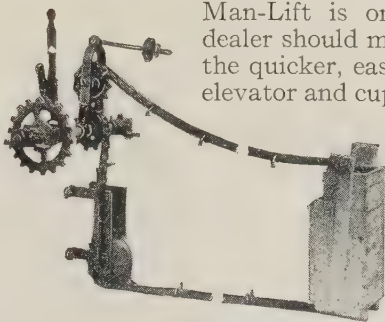
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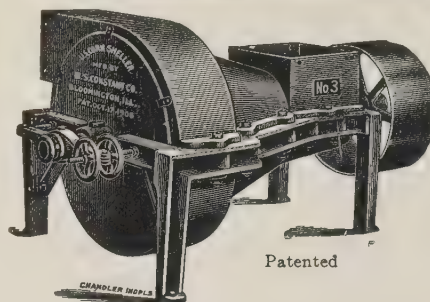
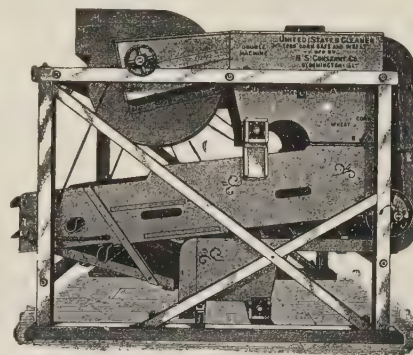
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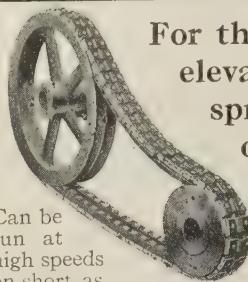
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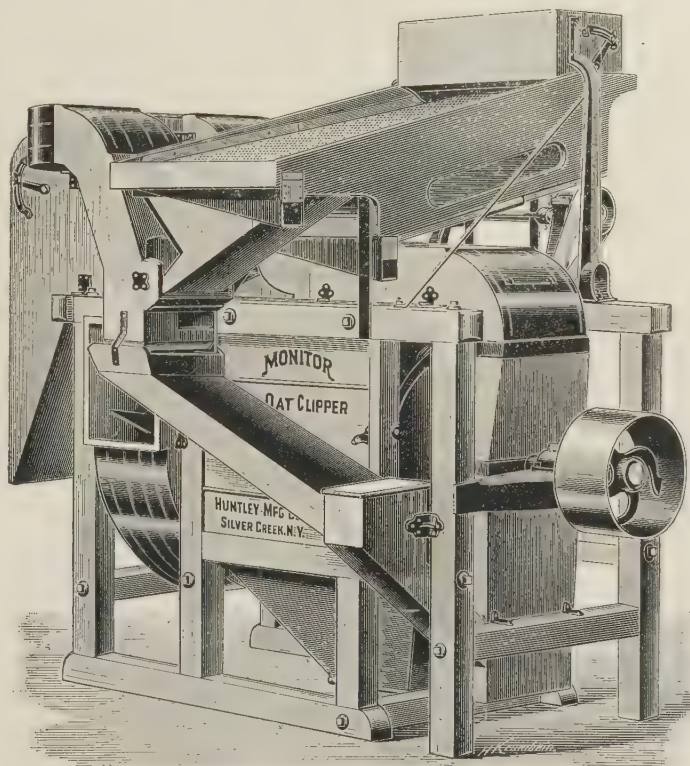
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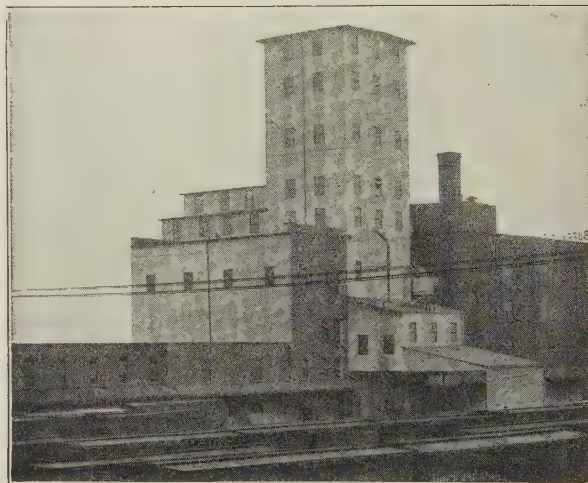
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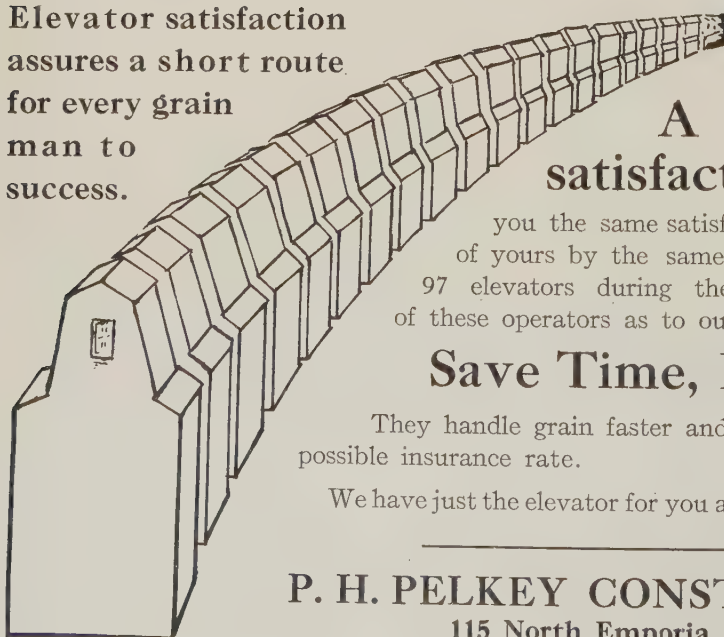
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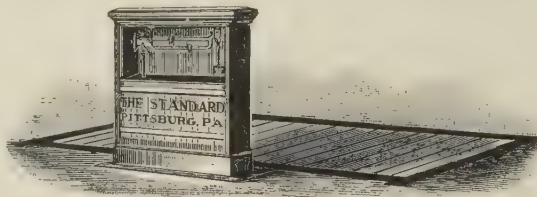
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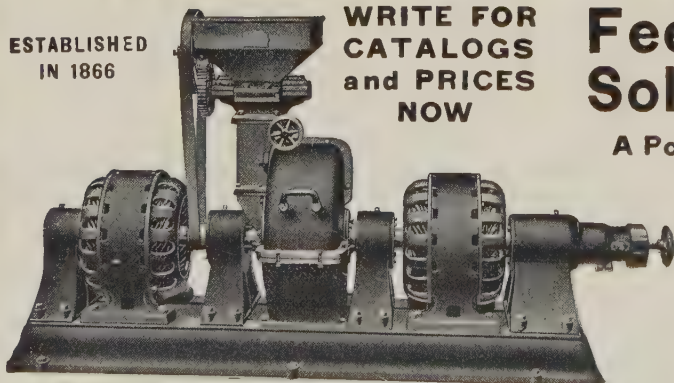
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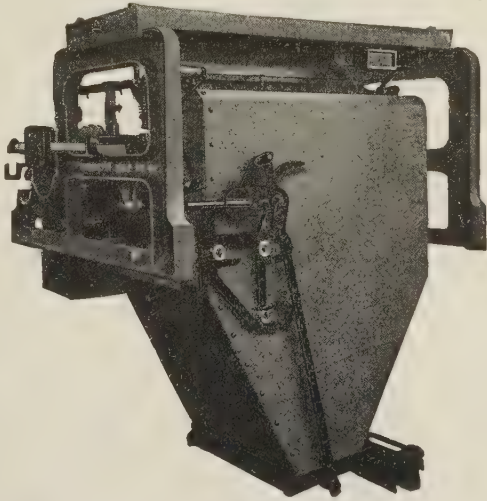
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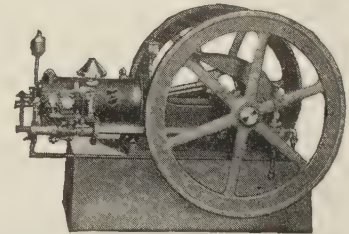
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Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches. The best lined ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

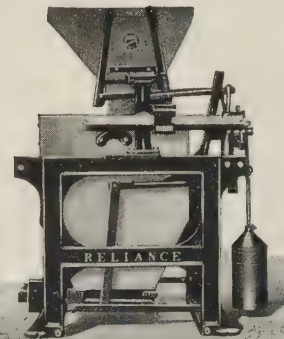
GRAIN DEALERS JOURNAL
315 So. La Salle Street CHICAGO, ILL.

Grain Shipping Ledger

Form 24. An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10½x15½ inches, used double.

The book contains 100 double pages. The best lined ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, \$2.50.

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315 So. La Salle Street CHICAGO, ILL.



IF we used a hundred more parts on the RELIANCE Automatic Scale it would be no better than it is. In fact, it would not be as good and we would have to charge more for it.

SIMPLICITY means a great deal in the manufacture as well as in the operation of an Automatic Scale.

There is a twenty-five year's experience behind the RELIANCE and no little detail has been overlooked.

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Iowa, Agents

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that the best way to get what you want, and get it promptly, is to send your orders to people who have had experience in the business, and who carry a stock of goods always ready for quick shipment? We have been in the Elevator and Mill Furnishing business over twenty-five years and feel that we know something about it.

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Invincible Cleaners

Knickerbocker Dust Collectors

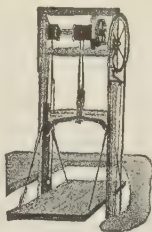
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DUMBWAITERS
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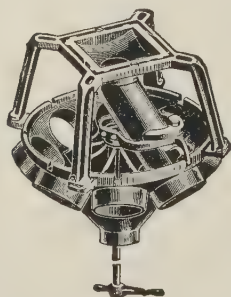
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The statement is strong, but it is the simple truth, and is believed by every user of the HALL DISTRIBUTOR. Your doubts if you have any, will be set at rest forever, when we put a Hall at work for you.

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Grain Dealers Journal

315 So. La Salle St., Chicago, Ill.

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This book contains 125 leaves of scale tickets, four to a leaf. Each leaf folds back on itself so as with the use of a sheet of carbon to make a complete and perfect copy of the original on the stub which remains in the book. The original tickets form the outer half of the page, so the removal of any ticket does not disturb the others.

Each ticket has spaces for the following record: No., Date, Load of, From, To, Gross lbs., Tare lbs., Net lbs., Net bu., Price per bu., Test, Man On-Off, and Weighers Signature. Size, 9½x11 inches. Printed on good paper.

Order Form No. 73. PRICE \$1.00.

GRAIN DEALERS JOURNAL,

La Salle St., Chicago, Ill.



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"Works just as well as it ever did" after ten years constant use.

A most forceful argument in favor of the

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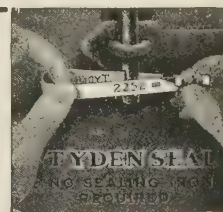
The compactness, durability, practical design, and satisfaction in operation and installation, assures this loader lasting longer than any other. Let us send our "Boss" on approval.

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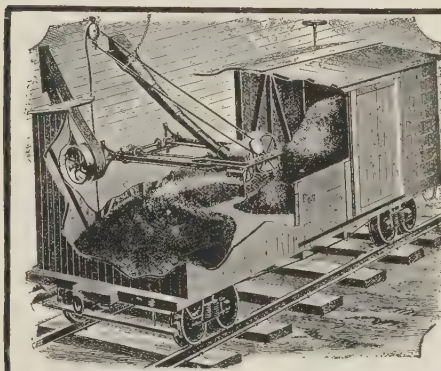
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Grain passing through the rotating device is brightened. They remove dust. For further particulars and prices write

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The book is printed on Linen Ledger paper, well bound with leather back and corners. Each of its 160 pages is 9x12 inches, giving room for recording 3200 wagon loads.

Order Form 321 - - - Price, \$1.50

GRAIN DEALERS JOURNAL,

La Salle St., Chicago, Ill.

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Reduce any weight of corn from 100 to 5090 pounds, by ten-pound breaks, direct to bushels of 56 lbs.; 56, with one pound dockage for dirt; 68, 70, 72, 75 and 80 lbs. The 56-lb table may also be used for reducing rye and flaxseed to bushels. Oats are reduced to bushels of 32, 33 and 35 pounds.

Ten tables printed from large type on card board, size 10½x11½ inches, and the equivalent in bushels of each weight is shown beside it, so it is impossible to get the wrong reduction. Price, 50 Cents.

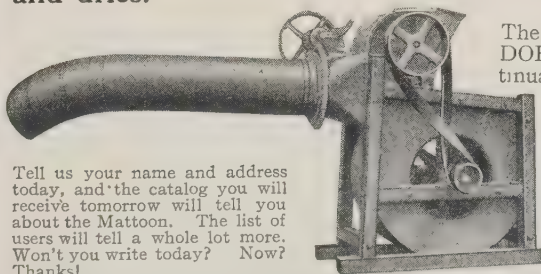
Grain Dealers Journal

315 S. La Salle Street CHICAGO, ILL.

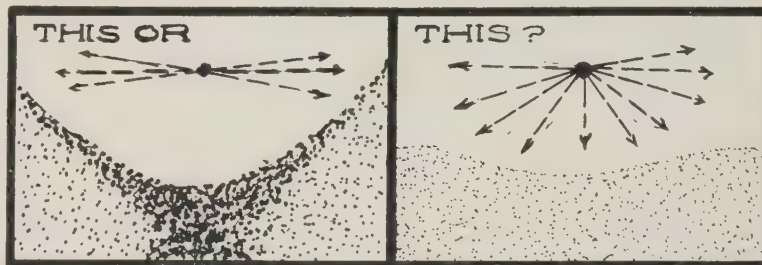
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not only fills the largest car to full capacity, but actually betters the quality of your grain.

This combined grain cleaner and pneumatic car loader cleans, cools and dries.



Tell us your name and address today, and the catalog you will receive tomorrow will tell you about the Mattoon. The list of users will tell a whole lot more. Won't you write today? Now? Thanks!



Showing the loading of dirt in center of cars loaded with gravity spouts, or common automatic loaders.

Showing even distribution of grain by the Mattoon Pneumatic Car Loader and Grain Cleaner. No dirt.

The grain is blown out, not forced out by revolving fans, hence the Mattoon DOES NOT MILL OR CRACK THE GRAIN. The loading spout is continually traveling from left to right in semi-circles, thus causing an even distribution of the grain, chaff and lighter grains. A Mattoon prevents the depositing of dirt, chaff small pieces of grain in the center of the car, as is common with gravity and other automatic loading spouts, and causing hot and off-grade grain.

The Mattoon is perfect in principle, practical in design, automatic in action, durable in construction, simple and easy in operation, and requires no attention after starting.

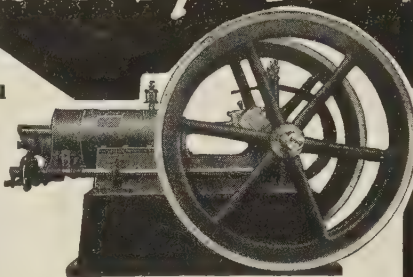
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They have set the quality-standard 26 years. They still lead in quality—cheapest power-producing, and utmost wear-resisting—quality. Elevator men, especially, testify to that after years of trial.

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Save the dealers' expenses and profit. Besides, I have manufacturing advantages that give me a lower factory cost than any of them.

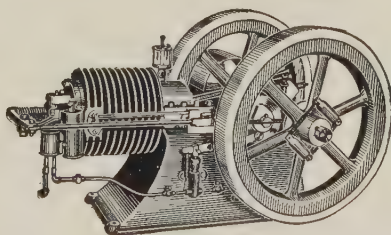
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Many Points in Its Favor

Quality built.
Saves every third
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No delays caused
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We have a very attractive proposition to make Elevator men. We have an engine built and designed for your use. Put the GADE in your elevator and you will have an efficient, reliable engine that will work for you every hour of the day on **ONE-THIRD LESS** gasoline than any other make. You can operate our engine ten hours on **FOUR GALLONS** of gasoline. Let us prove this statement.

Let us tell you about the many superior features of the GADE and our attractive proposition. Write at once.

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It facilitates bookkeeping and reduces the chance of error. Practically three books in one. 1. It is the original entry of all sales made. 2. It is the original entry on the scale weights. 3. It is the journal from which the posting is done. It contains spaces for 6,000 loads. Each page is ruled with column headings, as follows: Date, Ledger Folio, Purchaser, Gross, Tare, Net Pounds, Price Per Ton, Amount. This book is 8 1/2 x 14 inches and contains 150 pages of superior ledger paper. Each page is numbered. It is well bound with best binder board, covered with cloth; has leather back and round leather corners. Price, \$1.75. For sale by GRAIN DEALERS JOURNAL, 255 La Salle Street, Chicago.

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A book for the use of country grain buyers in keeping a record of grain received from farmers.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book, 9 1/2 x 12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, is printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners. Order Form 380. Price, \$1.50.

GRAIN DEALERS JOURNAL

La Salle Street, CHICAGO, ILL.

Record of Cars Shipped

FORM 385 is a book designed especially for country shippers in keeping a complete record of each car of grain shipped. Reproduced herewith are the column headings and rulings of both the right and left hand pages.

Together with "Wagon Loads Received," it forms a very good set of books for a country dealer.

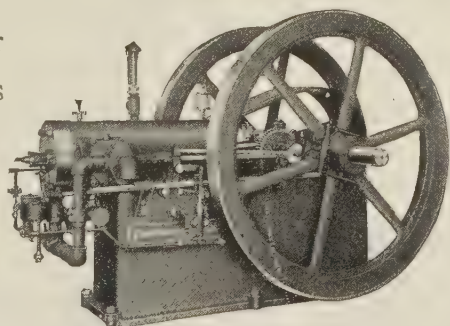
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Grain Dealers Journal

La Salle St. Chicago, Ill.

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Full power developed on kerosene, gasoline or distillate. Start quickly. Run steadily. Giving satisfaction in hundreds of elevators. They give you a drive that is cheap, convenient, dependable. Sizes 2 to 200 H. P. Write for catalog No. 550U8.

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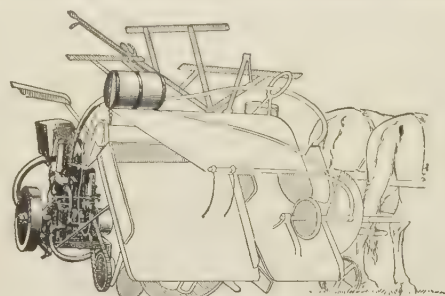
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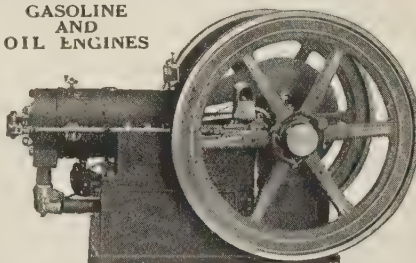
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The Engine with a Rotary Built-in Magneto and no Batteries. Do you realize how much time and money this saves you during the year?

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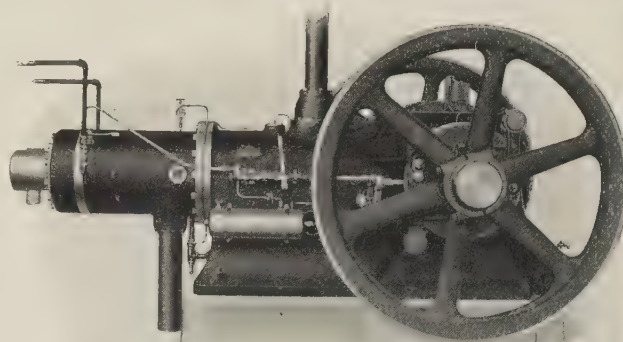
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in the construction of its "inwards" eliminates three-quarters of the internal friction—that saves power.



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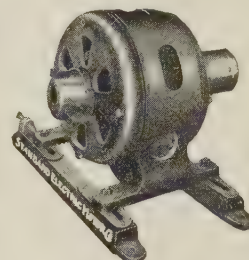
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5 H. P. 1720 R. P. M. 3 phase, 220 volt, 60 cycle motor, continuous duty, constant speed. Price \$65.00 complete.

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This book is planned for recording agreements for the delivery of grain bought. By its use each party there-to obtains a clear statement of what is intended by the owner, and the farmer lives up to his contract.

The stub is signed by the farmer certifying that he has sold.....bushels of..... at..... per bu., to be delivered on or before..... It also certifies that he has received.....dollars on the contract. The other part is signed by the elevator man and given to the farmer. It certifies that the elevator man has bought so much grain, etc.

Each book contains 50 contracts, numbered in duplicate, printed on bond paper, size 12x4½". If you contract for grain you cannot afford to be without these blanks.

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GRAIN DEALERS JOURNAL
255 La Salle St. CHICAGO, ILL.

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Chicago's Finest Hotel

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ILLINOIS GRAIN DEALERS
ASSOCIATION

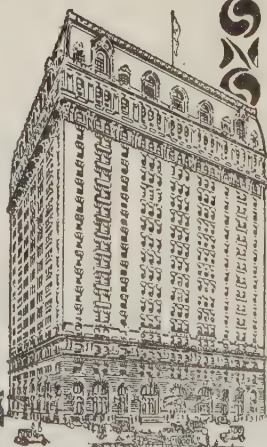
JUNE 3 and 4, 1913

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One Person	Per day
Room with detached bath.....	\$2 to \$3
Room with private bath.....	\$3 to \$5
Two Persons	
Room with detached bath.....	\$3 to \$5
Room with private bath.....	\$5 to \$8

ERNEST J. STEVENS, Vice-Pres. and Mgr.
La Salle at Madison Street

**DUPLICATING SCALE TICKET BOOK**

No. 62 is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives to each driver, retaining a carbon copy of it. 800 tickets in each book with a rubber stamp for quickly filling in name of buyer. Price \$1.25.

GRAIN DEALERS JOURNAL, La Salle St., Chicago, Ill.

Cover's Dust Protector

Rubber Protector, \$2.00

Send postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER

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is designed to facilitate the book-keeping of grain shippers, and to minimize the labor of keeping a complete record of each car shipped. The book is 9½x12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2,900 car loads.

At top of left-hand page, in bold faced type, are the words, "IN ACCOUNT WITH," and at top of facing page is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Wide columns are provided for recording these facts under the respective heads.

Price \$1.75.

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GRAIN DEALERS COMPANY

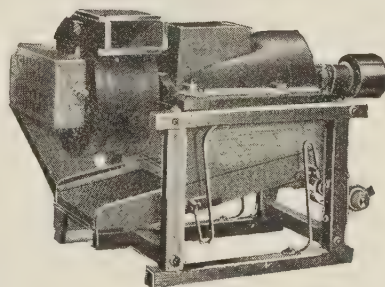
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NEW McKEOWN

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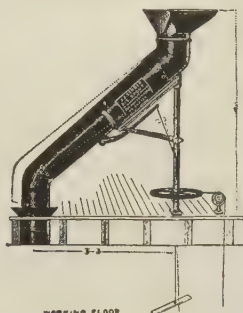
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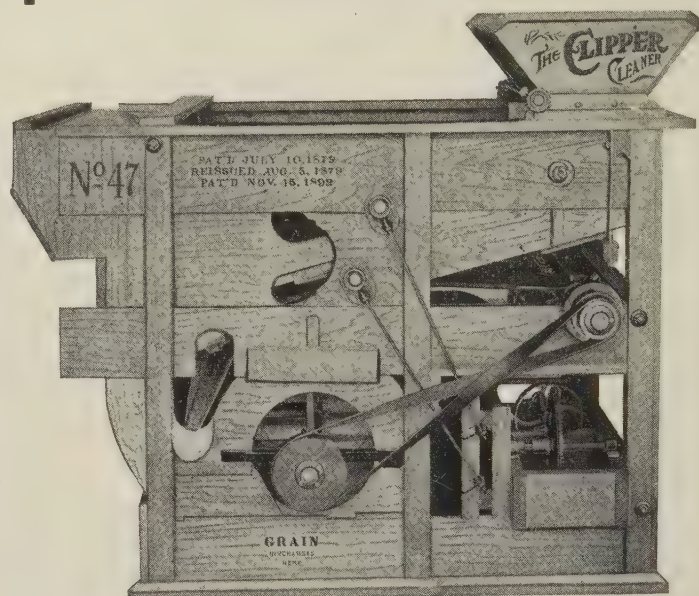
is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10½ x 16½ inches, used double. The left-hand pages are ruled for information regarding SALES and SHIPMENTS; the right-hand pages for RETURNS. Under SALES the column headings are Date, Amount Sold, Price, Grain, Terms. Under SHIPMENTS are Date, Car No. and Initial, Our Weights, In Bushels, Grade, Route, Rate. Under RETURNS are Destination Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

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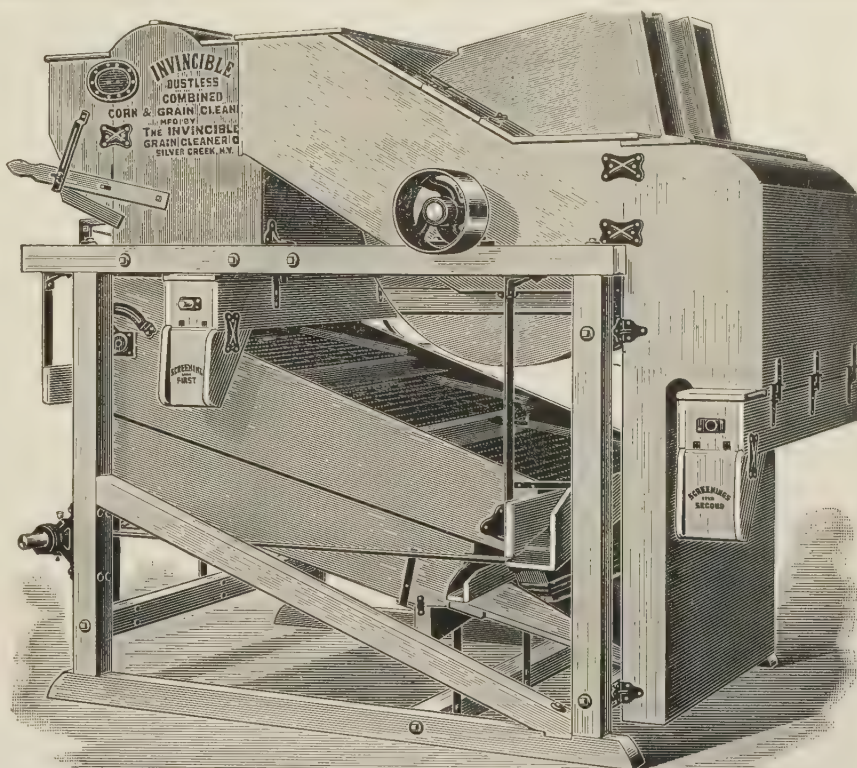
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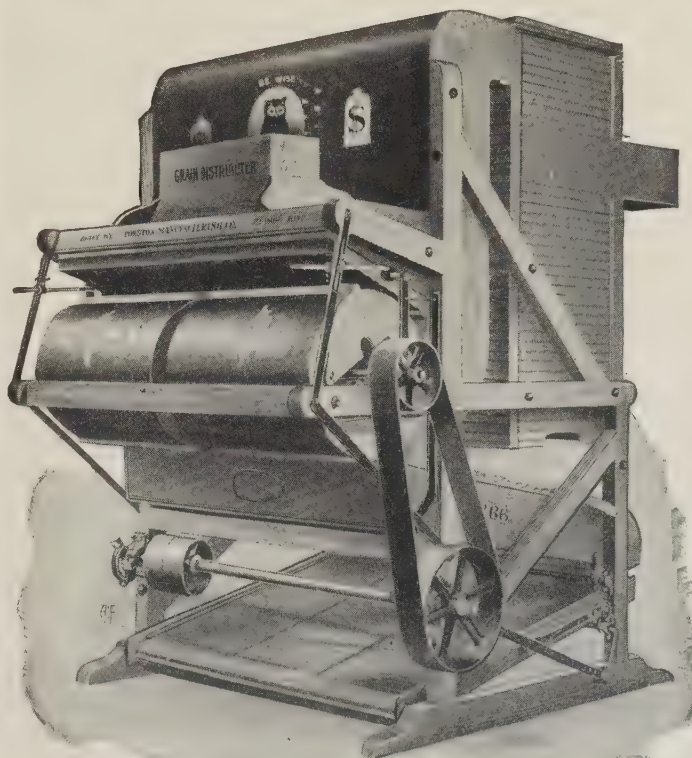
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NORTHWESTERN OHIO. For sale, one of the best elevator and coal propositions in the state. Address C. O. D., Box 7, Grain Dealers Journal, Chicago.

A MONEY-MAKING OHIO ELEVATOR for sale. Big dividends; a good living on a small investment. Will trade. Address, Money-maker, Box 2, Grain Dealers Journal, Chicago.

PUBLIC SALE—The Farmers Elevator Co., of Sawyer, Kan., will sell their elevator at public sale at Sawyer, Kan., on Thursday, May 15th, at 2 o'clock. Address Farmers Elevator Co., Sawyer, Kan.

IOWA ELEVATOR—Best grain growing section of the state. Elevator in good repair, good competition and receipts 250,000 to 400,000 bu. Always a money maker. Address Gilchrist, Box 8, Grain Dealers Journal, Chicago, Ill.

NORTH MISSOURI ELEVATOR for sale. Only one in town of 900. Surrounded by good farming country. Doing a good business. Handle coal, grain, flour, meal, feed and seeds. Here is a chance that will go quick. Address J. B., Box 8, Grain Dealers Journal, Chicago, Ill.

SOUTHERN MICHIGAN—For sale, 5,000 bu. elevator, feed mill, flour and coal business in small town; good farming section; 13 miles from Detroit on M. C. R. R. Good house and barn. Address Southern, Box 4, Grain Dealers Journal, Chicago.

CENTRAL WESTERN MINNESOTA 30M cribbed elevator for sale. On the G. N. Ry. in good grain country. In good repair. Equipped with new engine and feed mill. Good chance to handle flour and fuel as side line. Address Floren, Box 8, Grain Dealers Journal, Chicago, Ill.

TWO GOOD ILLINOIS ELEVATORS for sale. One is new; in same town of Parnell, Ill., on main line of I. C. R. R. Good grain point and coal business. Capacity 50,000 bus. No competition. Six-cent rate to Chicago and St. Louis. Easy payments. E. P. Armstrong, Bloomington, Ill.

OKLAHOMA ELEVATOR FOR SALE—Cribbed structure 25,000 capacity, modern equipment, located in Corn Belt, where crops never fail. Feed, coal and flour business in connection. Price \$7,000, \$1,000 cash, balance to suit purchaser. Do not write unless you mean business. Address, Oklahoma, Box 2, Grain Dealers Journal, Chicago, Ill.

FOUR IOWA ELEVATORS FOR SALE All on C. R. I. & P., and practically new. Cleaning elevator at Bennett, 20,000 bu. capacity, and in A No. 1 shape. No competition.

Elevator at Dixon, 10,000 bu. capacity with implement business, cement block factory and automobile garage in connection. No competition.

Elevator at Tipton, 10,000 bu. capacity with coal yard in connection. One competitor on C. & N. W.

One elevator at New Liberty, only one in town.

These are all located in the best grain section of Iowa, about 20 miles west of Davenport, and the combined shipments of these houses is about 400,000 bu. per year. Will sell same separate or all together. Price right. Address John Dammann & Co., Bennett, Iowa.

ELEVATORS FOR SALE.

LARGE ELEVATOR and fine residence in a good Illinois town, might be exchanged for Indiana land if well located. Address B. S. Box 9, Grain Dealers Journal, Chicago, Illinois.

CENTRAL OHIO elevator for sale or trade. In good condition. Handles 60,000 bu. grain, 1,000 tons coal. If sold by June 1st, \$2,500. Address Packet Box 9, Grain Dealers Journal, Chicago, Illinois.

12,000 BUSHEL ELEVATOR for sale. On A. T. & S. F. and Frisco Ry. Never fails to have crops. Grain, coal, flour and feed. A bargain. Address Collier, Box 8, Grain Dealers Journal, Chicago, Ill.

FOR SALE IN NORTHERN IOWA—A good cribbed elevator in good repair, a good station. Ill health reason for selling. Address, Myers, 306, Flour Exchange, Minneapolis, Minn.

CENTRAL INDIANA—Two good elevators in fine territory. Good healthy business. A snap if taken quick. Address Opportunity, Box 6, Grain Dealers Journal, Chicago, Ill.

SO. DAKOTA elevator for sale; 25M bu. cribbed; 30x50 warehouse attached; coal in connection. Excellent farming district; good competition. Handled over 100,000 bus. and a lot more grain to come. Address For Sale, Box 7, Grain Dealers Journal, Chicago, Ill.

EASTERN INDIANA ELEVATOR for sale, trade or lease. On the C. & O. Ry., in good grain section. Coal and tile business in connection; 10,000-bu. capacity; galvanized iron siding; built 10 years. A bargain to the first bidder. Address, Mark, Box 7, Grain Dealers Journal, Chicago.

EASTERN KANSAS—For sale, 12,000 bu. elevator and feed mill in good corn and wheat belt and first class college town. Large cider plant in connection with capacity of 1,900 bbls. last season. This plant is new and up-to-date and the best proposition in Kansas. Address Flowers Box 9, Grain Dealers Journal, Chicago, Ill.

NORTHWESTERN IOWA—Elevator for sale. Good town of 700 people.

Only two grain houses in town, trade evenly divided. This house has handled on this crop 160,000 bushels, wheat, corn, oats, barley and seeds. Will handle 25,000 to 40,000 bushels more on this crop.

Main elevator 65,000 bushels capacity. Additional storage room for 6,000 bushels ear corn. Good coal sheds for 250 tons coal.

Mouse tight cement floor in flour and feed room, for two car loads mill stuff. Coal trade between 500 and 600 tons per year.

One of the best 2 house stations in Iowa. This being the only station we have on the Rock Island road and our business being largely on C. St. P. M. & O. Ry. in Minnesota we will sell this plant at the low price of \$6,000.

Property in first class condition and a first class business in every way.

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ELEVATORS FOR SALE.

ONLY ELEVATORS at two good Kansas wheat stations. Write J. Jacobson, Formoso, Kans.

FOR SALE—NORTHERN INDIANA, up-to-date elevator in good section. Address Rudolph V. Shakes, Plymouth, Ind.

FOR SALE CHEAP—A fifty thousand-bushel terminal elevator located in heart of Kansas Wheat Belt. Address W. H. Smith, Piedmont, Kansas.

FOR SALE—12 M. capacity elevator and feed mill in Freeborn Co., Minn. A bargain. Address Exceptional, Box 9, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Good elevator doing fine business in the best grain section of Indiana. A bargain. Address Bell Box 9, Grain Dealers Journal, Chicago, Ill.

CENTRAL ILLINOIS elevator for sale. In county seat town on Ill. Cen. R. R. Capacity 25,000 bu. Station handles 800,000 bu. per annum. Two competitors. Address Morrow, Box, 9, Grain Dealers Journal, Chicago, Ill.

CENTRAL ILLINOIS elevator for sale. Strictly modern; built less than a year ago, in city of 7,000 population. Handle 300,000 bu. annually. Nice coal and feed business. Also have fine residence near elevator. Address Hillard Box 9, Grain Dealers Journal, Chicago, Ill.

SIX THOUSAND bu. elevator handling 150,000 bu. per year; good town of 3,000 population; third largest shipping point in state; one of the best irrigated valleys in the United States. Flour and feed in connection. 15 h.p. engine, six ton scales, Willford grinder. Great potato and alfalfa country. Ill health reason for selling. Good retail business. Address Booth, Box 9, Grain Dealers Journal, Chicago, Illinois.

OKLAHOMA CITY, OKLA.—Terminal elevator for sale or rent, with large storage capacity. Equipped with 100-ton track scale, 50-ton hopper scale, wagon and platform scales, corn sheller, clipper, cleaners and feed rolls. Motive power: 125-h.p., one 20-h.p., one 15-h.p., one 7-h.p. electric motors. One 40-h.p. boiler to operate Hess Dryer. This elevator is on private property with trackage on both sides, and has free switching to four trunk lines. This affords a splendid opportunity for a live grain firm to acquire and operate an elevator in a live and rapidly growing city, the gateway to the South. Would take good land in part payment. If interested, write to J. C. Pearson, Marshall, Okla.

BANKRUPT'S SALE.

On May 17, 1913, at 1 o'clock p. m. at North Ritchie, Illinois (on Wabash Railroad fifty-two miles south of Chicago), I will sell at public auction a complete elevator outfit, located at the place of sale, consisting of a forty-five thousand (45,000) bushel capacity elevator, office building, scales, engine house, corn crib, coal house and seven (7) acres of land. I will also sell at the same time and place, two large residences, situated on said elevator property. Three Hundred Sixty-one Thousand (361,000) bushels bought at this elevator during last year. No competition.

Said property will be sold subject to the approval of the Referee in Bankruptcy.

ERWIN GOODWIN,
Trustee in Bankruptcy of the Estate of
Bruns & Stahl, Bankrupts.
MARTIN & MARTIN, Attorneys,
Joliet, Illinois.

ELEVATORS FOR SALE.

CENTRAL OHIO elevator, coal and feed business for sale. Gilt edge proposition. Address "Owen," Box 8, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Fine elevator located at Enon, Ohio. Big 4 R. R. Good coal trade. Good reason for selling. Address Tranchant & Finnell, Osborne, Ohio.

FOR SALE OR EXCHANGE for good farm, four good paying elevators in the best corn and oats country in Indiana. Write J. D. Chancellor, Fowler, Ind.

FOR SALE—A small line of elevators in N. W. Iowa and S. E. South Dakota. Will sell all or separately. Address "A, Box 8," Grain Dealers Journal, Chicago, Illinois.

CORN BELT OF CENTRAL ILLINOIS, for sale, 10,000 bushel grain elevator and coal business. Located on Traction System with excellent outlet and equipped with electric power. Easy competition. Bargain if sold at once. Address X. Y. Z., Box 9, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Two country elevators located in Southwestern Minnesota, one in Northwestern Iowa. All situated on the C. R. I. & P. Railway, all in first-class operating condition. For full description, terms, etc., address D. R. Lane, Trustee, Davenport, Iowa.

ELEVATORS WANTED.

WILL TRADE 160 acres wheat land in Kansas for grain elevator. Address Preston Box 9, Grain Dealers Journal, Chicago.

WANTED—A first class elevator. Give description in first letter. Address University Box 9, Grain Dealers Journal, Chicago, Illinois.

WANTED—**INFORMATION** regarding good elevator or mill for sale. Send description and price. Northwestern Business Agency, Minneapolis, Minn.

WILL PAY CASH for good Illinois or Indiana elevator handling 200,000 bu. Give full particulars first letter. L. Kaiser, Oakland, Illinois.

GOOD QUARTER SECTION North Dakota land to trade for good elevator in North Dakota, South Dakota or Western Minnesota. Address Box B, Flasher, N. Dak.

WANTED TO BUY—Old elevators, factories, mills and other buildings of size for wrecking purpose. Write us what you have. La Crosse Wrecking & Lumber Co., La Crosse, Wis.

ELEVATOR WANTED in Central Indiana in good condition, located in territory where business can be obtained. Full particulars first letter. A. B. Cohee, 241 Ross Block, Frankfort, Ind.

WILL TRADE well improved 240-acre farm located 50 miles west of Minneapolis for an up-to-date elevator in a good grain country. Farmers Land Company, 602 Palace Bldg., Minneapolis, Minn.

GOOD CLEAN STOCK of general merchandise, store building and warehouse in good town, good country. No crop failures. Annual sales \$25,000. Will exchange for grain elevator in good condition and good location. Address Elkhorn, Box 9, Grain Dealers Journal, Chicago, Illinois.

ELEVATOR BROKERS.

JOHN A. RICE.

Exclusive Elevator Broker, Frankfort, Indiana. Very large list, all prices. Sold 142. Every buyer satisfied. Reliable work for every man.

ELEVATORS FOR SALE OR EXCHANGE for farm lands. Some fine Central Illinois and Indiana farms to exchange for elevators. List your elevator for sale with Aaron Smick, Decatur, Illinois.

BUSINESS OPPORTUNITIES.

HALF INTEREST in brokerage business for sale. \$1,500 required. Address Temple Box 9, Grain Dealers Journal, Chicago.

THE HEART OF MAYES COUNTY tributary to a New Railroad. No elevator. Possibility of electricity for driving. Desirable place to live. Address C. L. Pratt, Salina, Oklahoma.

LUMBER BUSINESS for sale. As good a point as can be found. Will trade for land if situated right. Other business to look after reason for selling. The Haviland Grain & Hay Co., Haviland, Ohio.

WANTED—**YOUNG MAN** with \$3,000 to \$5,000, to join me in the grain business, Sou. Ill. Fine location, 40,000 bu. elevator; large retail feed and coal trade. Address Lewis, Box 9, Grain Dealers Journal, Chicago.

HUSTLING, EXPERIENCED grain man with \$5,000 to take active part in elevator and track business. Outgrown present capacity. Central Ohio. References exchanged. Act quick. Address Clark Box 9, Grain Dealers Journal, Chicago, Ill.

LEASE WANTED on good business or will take stock with good firm by July or August 1st, next. Thoroughly experienced in buying and selling, also as manager of elevator. Address Millard, Box 8, Grain Dealers Journal, Chicago, Ill.

BEST PROPOSITION IN TEXAS—Warehouse in center of Dallas. Chop mill. Elevator machinery and machinery for making chicken feed; fine grain business; can be made 100 cars a month, car lots and local. Fine lease. If you want an established business come and see me. Other business requires my attention. A. S. Lewis, Dallas, Texas.

BROKERAGE BUSINESS for sale. Well established for two years, in Fort Worth, Texas. Best distributing point in the Southwest. I have six of the best and largest accounts doing business in Texas. Five thousand dollars easily made annually. Will sell reasonably cheap, securing all of my accounts for buyer. This is worth investigating. Address "Broker, Box 8," Grain Dealers Journal, Chicago, Ill.

BROTHER GRAIN DEALERS ATTENTION!

In order to settle co-partnership affairs, one of the best and most up-to-date farms in the famous Red River Valley must be sold quickly. It's a bargain for someone. No trades. Contains about 1,400 acres all under cultivation. Deep black soil with clay bottom. Fenced and refenced. Big grain elevator, dwelling and other good buildings. As a home or as an investment it cannot be duplicated for twice the price we are asking for it in order to clean up. Brother grain dealers in Minnesota, Iowa, Indiana and Illinois take advantage of this or interest some of your friends. Terms if desired. Write me for full particulars.

A. L. STANCHFIELD, Secy., Spaulding Elevator Co., Warren, Minn.

PARTNERS WANTED.

FOR SALE—Half interest wholesale grain and feed business in good Southern City. Business has increased to such an extent that I will need additional supervision and capital. Do not answer unless you have \$10,000 or more to invest. Address Investigate, Grain Dealers Journal, Chicago, Ill.

PROPOSALS.

PROPOSALS FOR FORAGE—Chief Quartermaster's Office, 556 Federal Building, Chicago, Illinois, May 3, 1913. Sealed proposals will be received here until 1 o'clock P. M., Central Time, June 3, 1913, for furnishing and delivering at Chicago or other prominent railroad points 4,000 tons of hay and 3,000 tons of oats. Information furnished upon application. A. L. Smith, Chief Q. M.

HELP WANTED.

WANTED—An efficient export clerk, experienced in cabling and handling export documents. Option, Box 8, Grain Dealers Journal, Chicago, Illinois.

FOREMAN WANTED. Steady position for right man. Reference required. Prefer experienced engineer for good elevator. The Haviland Grain & Hay Co., S. A. Pool, mgr., Haviland, Ohio.

WANTED—**ELEVATOR FOREMAN.** Must be competent, reliable, references required. State age, experience, wages expected.

The Ansted & Burk Co.,
Springfield, O.

WANTED—First class grain buyers to operate country elevators in Minnesota, North Dakota and Montana. Give references and experience. Address 251 Chamber of Commerce, Minneapolis, Minnesota.

WANTED—A good all-around mechanic competent to build or repair small elevators. Commence at once. Steady job. We want good, steady, sober man who wants a permanent position. Address O. A. Talbott Co., Keokuk, Iowa.

WANTED, AT ONCE, competent man to operate our elevator at Illinois grain station. \$1,500 to \$2,000 required to put in stock of mdse. on his own account. Must be good mixer and strictly straight. Can easily clear \$1,200 to \$1,500 per year. Only store and elevator. Address Box 14 Farmer City, Ill.

WANTED, a strictly high grade Scandinavian grain buyer for good town in North Dakota. Must have clear record with experience in handling country elevators, good judge of grain and business getter. Good salary for right man. Address Woodworth Elevator Co., 507 Chamber of Commerce, Minneapolis, Minnesota.

SITUATIONS WANTED.

SITUATION in country elevator wanted by married man of 46. Not afraid of work. Will do anything. Want work NOW. Address C. E. Webb, 2626 Lake View ave., Chicago, Ill.

AN EXPERT grain buyer and superintendent would like to hear from a large firm wanting a man of wide experience. Address Luther Box 9, Grain Dealers Journal, Chicago, Illinois.

WANTED, a job, by June 1st, as manager of country elevator in Oklahoma or the Northwest. Six years experience in grain and coal. Good references. C. A. Mozler, Hobart, Okla.

POSITION WANTED as grain buyer and manager of elevator either on commission or salary; no money to invest; best of references. Address Charles Kitchin, 1220 Pearl st., Anderson, Ind.

POSITION WANTED as grain buyer in country town by a married man. Speak German and American. 20 years experience. Best of references. Address Lock Box 37, Van Horne, Iowa.

POSITION as manager wanted by married man of ten years experience in elevator and mill where we also handled hay and coal. Address M. L. Dull, 3102 Webster st., Ft. Wayne, Indiana.

WANTED, A JOB as elevator manager and bookkeeper. Eight years experience in the grain and implement business. Good mechanic and expert gas engine man. Good references. L. Smiddy, Lacrosse, Ill.

WANTED—A **POSITION** as grain buyer at country station. Eleven years' experience in handling all kinds of grain and seeds. Can operate a steam or gasoline plant. Address W. H., Box 4, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

POSITION WANTED as grain buyer for good milling or elevator concern. 15 years experience; age 30; single; speaks German; best references. Chas. B. Lorenz, Hays, Kansas.

POSITION WANTED in large elevator. Can handle gas or steam engines. Fifteen years' experience. Best of references. No bad habits. Try me. S. W. C., Box 8, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED as manager of an elevator in Illinois. Have 5 years' experience. Can give the best of references. At present employed. A. B., Box 8, Grain Dealers Journal, Chicago, Illinois.

POSITION WANTED—A well experienced grain man would like to make contract with a good grain firm to manage an elevator at a country station on joint account. Good references. Address R. G. Box 9, Grain Dealers Journal, Chicago.

10 YEARS EXPERIENCE in grain business, and desire position by June 1st as manager or agent of elevator in Kans., Okla., or Texas handling flour or coal in connection. Married. Best of references. Address, Box 421, Geary, Okla.

POSITION WANTED as manager of large elevator where 100,000 or more bus. are handled per year. Am a good judge of seed and prefer position with some good seed firm. Eight years experience. Can come on two weeks notice. Address Wilson Box 9, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as traveling solicitor, auditor or manager. Experienced man of 30; married, clean record, excellent references. With present connection four years, desires change to location in Northwest. Write Stephenson, Box 8, Grain Dealers Journal, Chicago, Ill.

COMPETENT MAN 36 years of age with 15 years experience in country grain office, wants position in good live town with good schools, any state. Not afraid of competition. Will work one month on trial, if not satisfactory will draw no pay. Address Howard Box 9, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED—An experienced grain man and accountant holding a good position with a large and reputable Illinois grain firm desires, for family reason, a position as manager of an elevator company. Thoro training in buying, selling, accounting, claim collecting and economical elevator operation. Best references. Address Confidential Box 9, Grain Dealers Journal, Chicago, Illinois.

FERRETS.

FERRETS FOR SALE—Ever ready rat exterminators. Write for catalog, it is free. Address Keefer Bros., Greenwich, O.

SECOND-HAND BAGS AND BURLAP.

WANTED—BURLAP BAGS, all sizes of heavy bags for grain. Send samples and prices to The Raymond P. Lipe Co., Toledo, Ohio.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags, Burlap, Cotton Sheet- ing, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid.

WM. ROSS & CO., 409 N. Peoria St., Chicago.

BUILDING MATERIAL.

FOR SALE—All oak and white pine timbers, cribbing and flooring from Rock Island elevator, 13th st. and Chicago River, Chicago, now being wrecked. Bargains in carload lots. Ruel Wrecking Co., 7337 Stony Island ave., Chicago.

OFFICE SUPPLIES.

REMINGTON VISIBLE TYPEWRITER, brand new, for sale cheap. Does excellent writing. Could send on trial. Miss Bertha G. Merdis, Route 5, Rosedale, Kans.

GASOLINE ENGINES.

40-H. P. ST. MARY'S OIL ENGINE—For sale; new; used 7 months; price \$650. Geo. A. Peckens, Fowlerville, Mich.

FOR SALE OR TRADE—Fairbanks gasoline engine 54 h.p. in good shape. Price \$200. W. W. Pearson, Upland, Indiana.

FOR SALE—30 h. p. Foos gasoline engine, almost new. Good reason for selling. Address Henry Edelmair, Hooper, Nebr.

ONE 15 H. P. Lewis Gasoline Engine for sale, good as new, \$125.00. Address, Journal, Box 5, Grain Dealers Journal, Chicago, Ill.

POWER USERS—Gasoline engine bargains from 1 to 100 h.p. Get our big list and state your power requirements before you buy. Badger Motor Co., Milwaukee, Wis.

FOR SALE—A 20 h.p. International gasoline traction engine, with four bottom plow, little used, price \$1,200 F. O. B. cars La Grange, Ill. Address Geo. H. Hess, 5 N. La Salle Street, Chicago, Illinois.

FOR SALE—One each 34 h.p., 6 h.p., 4 h.p. Fairbanks & Morse Gas Engine, guaranteed; cheap for cash. Also several good engines of other standard makes. The Osborne & Sexton Mch. Co., Columbus, Ohio.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.

25 H. P. Columbus.

25 H. P. Fairbanks-Morse.

22 H. P. Fairbanks-Morse.

15 H. P. Fairbanks-Morse.

12 H. P. Fairbanks-Morse.

6 H. P. Fairbanks-Morse.

4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

MILLS FOR SALE.

FOR SALE OR RENT, an eighty to one-hundred bbl. mill; electric power. Feed grinding will pay all expenses. Blissfield Milling Co., Blissfield, Mich.

WESTERN OHIO—76 bbl. mill and elevator for sale. Good coal and feed business in connection. Located on Main line of Big Four R. R. Town of 1,500; electric lights; good schools; three churches and fine farming country. Will sell cheap. Good reasons for selling. Address Celina, Box 8, Grain Dealers Journal, Chicago, Ill.

SCALES FOR SALE.

SCALES of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, O.

SECOND-HAND SCALES OF ANY make, size or price find many ready buyers if full description is given in an advertisement inserted in the "Scales For Sale" columns of the Grain Dealers Journal, Chicago.

FOR SALE: One six bushel Richardson Automatic Scale with residue ware, used only a few months; if taken immediately, \$275 f. o. b. Davenport. For full particulars, etc.; address Dick R. Lane, Trustee, Davenport, Iowa.

STEAM ENGINES, BOILERS.

FOR SALE—Chandler & Taylor tubular boiler 44x12. Complete, with new stack No. 12; 55 ft. Bell & House, Brookston, Ind.

FOR SALE—One 100 H.P. Kewanee Boiler 60"x18"—54 four inch flues; this Boiler is in first class condition, can be loaded promptly. For full particulars, price, etc.; address Dick R. Lane, Trustee, Davenport, Ia.

FOR SALE—One 42x12, 35 h. p. "Atlas" Class L. Tubular Boiler complete with all trimmings. Will be sold cheap. Boiler is practically as good as new. Address The Jay Grain Co., St. Marys, Ohio.

MACHINES FOR SALE.**ELEVATOR BELTS**

At Extremely Low Prices.

Gump can furnish elevator belts of all sizes and descriptions, viz.: Cotton, Rubber, Red Canvas, Stitched and Lenox Belting with Salem Steel Grain, Steel Corn or Warehouse Buckets attached.

To give some idea of our Prices on Rubber Elevator Belts, we list below a number of sizes with the **Net Price** on 100 feet, and can furnish a longer or shorter length at a proportionate price.

Remember—this is **high-grade guaranteed Rubber Belting** with cups attached, 16 inches apart.

With Steel Grain Cups.

Length.	Width.	Ply.	Buckets.	Net Price.
100	6	4	5½x4	\$ 31.35
100	7	4	6x4	35.65
100	8	4	7x4½	41.85
100	9	4	8x5	46.41
100	10	4	9x5	51.65
100	11	4	10x5½	57.75
100	12	4	11x6	64.16
100	13	4	12x6	69.70
100	14	4	*13x7	84.00
100	14	5	*13x7	97.60
100	15	4	14x6	80.50
100	15	5	*14x7	104.88
100	16	4	*15x7	95.75
100	16	5	*15x7	111.75
100	18	5	*16x7	136.00
100	20	5	*18x7	150.00

*Prices with Heavy Steel Ear Corn Buckets attached. Steel Grain Buckets can be furnished at a lower price on these items.

Write for Prices on Any Size Belt You Require—State Kind of Cups Desired.

Here's a Bargain.

We just purchased from a jobber who discontinued his business in this line, a lot of Elevator Buckets, which we offer at a great saving over the regular price. All Buckets brand new. If you need any of these sizes, here's your chance.

LOT NO. M-10.

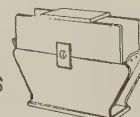
Quantity.	Size.	Kind.	Net each	Price.
128	10x6	Steel Grain		\$0.10
446	11x7	Ear Corn	" "	.15
231	12x6	Steel Grain	" "	.11
97	12x7	Ear Corn	" "	.16
207	13x7	Ear Corn	" "	.17
152	14x7	Ear Corn	" "	.19
622	16x6	Steel Grain	" "	.15
94	16x7	Ear Corn	" "	.21
48	18x6	Steel Grain	" "	.17
54	18x7	Ear Corn	" "	.23

Be Sure to Mention Lot No. M-10 to Obtain These Prices.

We have on hand a large stock of Elevator Buckets, Bolts and Washers of all sizes and can make immediate shipments. We also furnish Elevator Heads and Boots and Complete Elevators on short notice.



WRITE FOR PRICES



All Sizes
Furnished
Wood
and Iron

Write for Gump's June Bargain Book of Rebuilt Flour Mill, Feed Mill and Elevator Machinery and Supplies, which will be a money saver for you. Sent to any one on request, postpaid.

Est. 1872. Inc. 1901.
B. F. GUMP CO.
431-437 So. Clinton St. Chicago, Ill.
General Mill Furnishers.

WOOL.

WOOL WANTED—If you have wool for sale write, wire or phone us. See our ad on another page. Kraus & Apfelbaum, Columbia City, Indiana.

MACHINES FOR SALE.

WILLFORD THREE-ROLL feed mill in good condition, for sale, cheap. A. A. Cook, Van Cleve, Iowa.

FOR SALE—One No. 3, B. S. Constant Fan Discharge Corn Sheller. Capacity 400 to 600 Bu. per hour. Good as new. A. H. Richner, Crawfordsville, Ind.

FOR SALE—One Victor No. 2 warehouse corn sheller in good repair. Price \$30.00 F. O. B. Robinson, Kansas. Address Box No. 226, Robinson, Kansas.

ONE BOSS CAR LOADER NO. 14 for sale. Has only loaded two cars. Our engine too small to handle same. Address, The Farmers Federation, Inc., Cherokee, Okla.

FOR SALE—60 foot smoke stack, used two months; have installed oil engine. This stack cost \$132.05 at factory. Bargain if sold quick. The Wadsworth Feed Co., Cavett, Ohio.

One 25 H. P. Alamo Gasoline Engine, good as new—\$350.
One 15 H. P. Foos, good condition—\$250.
One 8 H. P. Fields, new—\$175.
One 6 H. P. Havana, new—\$155.
One New National Automatic Scale—\$185.
One 60 H. P. Buckeye Gas Producer Plant, used less than two years—\$500.
One 18x48 Corliss Steam Engine—\$1,000.
One Smith Concrete Mixer, Steam Engine and Boiler mounted with Automatic Loader—\$395.
H. GROSS MACHINERY EXCHANGE
Steam Boilers of All Sizes. Omaha, Neb.

1 New No. 2 Marselles Sheller, capacity 700 to 1,200 bu. per hr.
1 20 h. p. R. & V. Portable Combination Kerosene and Gasoline, Volume Governor, water cooled, special clutch pulley.
1 Marselles 6 hole Spring Sheller, used one season, in good condition.
1 12 h. p. Portable International gasoline engine, in good condition.
1 32' Sandwich Portable Corn Elevator and 4 h. p. Staver Gasoline Engine.
1 Brown-Duvel Moisture Tester, 2 compartment, full supply extras.
1 20 h. p. stationary combination kerosene and gasoline Fairbanks-Morse engine. New, run but a few times.
1 8 h. p. stationary gasoline Lenox engine.
Address Mutual, Box 8, Grain Dealers Journal, Chicago, Ill.

PLEASE NOTE THE FOLLOWING BARGAINS:—

1—9"x24" Monarch 3-Pr. High Ball Bearing Roller Mill. Corrugated for corn. Gear Drive one side. Complete with flour idler.

1—30" Monarch Ball Bearing Attrition Mill complete with two sets of plates.

The Above Are All Standard Machines. Each used about 3 days. Just Like New. Made and Used for a Special Line of Experiments. Must Dispose of Them at Once, Need Room.

When in Need of Any Kind of New or Second-Hand Machinery or Supplies, don't fail to ask me for prices and information. Don't Delay, Write About the Above Now. Also a large number of Single Head and Double Head, Plain Bearing Attrition Mills. All sizes and all makes. Said mills all have been completely remodeled, and in order to close them out we are selling them at sacrificed prices.

George J. Noth.

9 So. Clinton St. Chicago, Ill.

MACHINES WANTED.

WANTED—Grain Dealers who are contemplating installing new machinery to use the "Machines Wanted" columns of the Grain Dealers Journal in securing prices and estimates of machines for sale. We can save you money. More than value received.

GRAIN WANTED.

WANTED—YELLOW EAR CORN. C. T. Hamilton, New Castle, Pa.

HAY WANTED.

WANTED—100 Cars Oat Straw. C. T. Hamilton, New Castle, Pa.

HAY & STRAW WANTED—Correspond with us. W. J. Armstrong, Milwaukee, Wis.

HAY & STRAW WANTED—Correspond with us. T. D. Randall & Co., Suite 65-68, 234-236 S. La Salle St., Chicago, Ill.

GOOD HAY WANTED—Those in the market for good hay and straw can quickly satisfy their want thru an advertisement in the "Hay Wanted" columns of the Grain Dealers Journal, Chicago.

GRAIN FOR SALE.

KAFFIR CORN—We are contracting sales on new crop now. Get our prices. F. G. Olson, Mgr. Grain Dept., O. W. Cox, Woodward, Okla.

THE McCAULL-DINSMORE CO.

Grain Merchants.

We offer the choicest varieties of pure country run blue stem milling wheat originating in the Jim River Valley of North and South Dakota.

Write us for samples and delivered prices. Sioux City, Iowa.

211-212 Grain Exchange Building.

IF YOU WANT to buy or sell any quantity or quality of field or grass seed—make your want known thru an insertion of an advertisement in the "Seeds Wanted-For Sale" columns of the Grain Dealers Journal, Chicago.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

MR. MILLER—DO YOU WANT PURE virgin wheat, right from the country? Then make your want known thru an advertisement in the "Grain Wanted" columns of the Grain Dealers Journal. Over 6,000 country shippers can satisfy your want.



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is the last word in a satisfactory hay shipment—say it over and over.

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GOOD PRICES.

PROMPT RETURNS.

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GRAIN DEALERS JOURNAL

La Salle St., Chicago, Ill.

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Name of firm.....

Capacity of Elevator

Post Office.....

.....bus.

State.....

SEEDS FOR SALE—WANTED

DIRECTORY

OF THE

GRASS SEED TRADE

ARCHBOLD, OHIO.

Hirsch, Henry, all kinds grass and field seeds.

BALTIMORE, MD.

Buffington & Co., John J., whse. seed merchants.

BAMFORD, PA.

Hoffman, A. H., carlots or less seed wheat.

BUFFALO, N. Y.

Whitney-Eckstein Seed Co., seeds.

CHICAGO, ILL.

Dickinson Co., The Albert, seeds.

Illinois Seed Co., The, grass and field seeds.

CINCINNATI, O.

McCullough's Sons Co., J. M., seeds.

LOUISVILLE, KY.

Louisville Seed Co., grass seed dealer.

Ross Seed Co., field seeds, exporters.

MILWAUKEE, WIS.

Courteen, S. G., field seeds.

Rosenberg & Lieberman, alfalfa, clover, etc.

MINNEAPOLIS, MINN.

Minneapolis Seed Co., field seeds.

MITCHELL, S. D.

Dakota Improved Seed Co., millet, seed-corn.

NEW YORK, N. Y.

Liefmann's, Hamburg, rep. I. L. Radwaner, field s&c.

Loewith, Larson & Co., clover, grass, field seeds.

TOLEDO, O.

The Toledo Field Seed Co., clover, timothy.

TORONTO, ONT.

Steele, Briggs Seeds Co., Ltd., field seeds.

SEEDS FOR SALE.

COW PEAS.—Mixed, Clays, Whippoorwills and New Fras. Ask for samples and special prices, naming quantity. Louisville Seed Co., Louisville, Ky.

GOOD, SOUND, RECLEANED Black-eye Cowpeas, \$2.00 per bushel, bags included, F. O. B. Walkerton. B. I. HOLSER & CO., Walkerton, Ind.

SEEDS FOR SALE.

SEED BUYERS AND SELLERS can quickly sell and quantity, or buy any amount or quality by making their want known through an insertion of an advertisement in the "Seeds For Sale" columns of the Grain Dealers Journal, Chicago.

GERMAN MILLET is our specialty and we are now in a position to offer in large or small quantities. Correspondence solicited. D. H. Clark, Galt, Mo.

HOME GROWN Farm, Field and Garden SEEDS THAT GROW

All our Seed Corn grown on our farm and carefully TESTED for germination. Get our prices on Clover, Timothy and Alfalfa Seed before you buy. Send a Dollar Bill for our Big Collection of Garden Seeds. THE SUMMERS' SEED HOUSE, Malvern, Iowa

Can You Offer

Cane - Millet - Clover - Pop Corn

Send Samples

J. G. Peppard Seed Co.

Kansas City, Mo.

**This space
is yours**

If you are the first to apply for it

*To Buy Kaffir Corn
& Milo Maize
Write to
T. C. Christopher & Co.
Kansas City Mo.*

WESTERN SEED & IRRIGATION CO.

Wholesale Seed Growers and Dealers

Sweet, Flint and Dent Field Corn

Write or wire for prices for prompt shipment, or contract order for shipment next winter.

FREMONT - NEBRASKA**Have 10,000 Bu. CHICKEN FEED WHEAT on hand**

Wire or Write for Samples and Prices

HUHN ELEVATOR COMPANY

Chamber of Commerce, MINNEAPOLIS, MINN.

Kraus & Apfelbaum

Wholesale Dealers

Columbia City, :: Ind.**WOOL**

We are in the market at all times for wool. If you have any to sell, write, wire or phone us. Remember we buy it F. O. B. your station.

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GRAIN DEALERS JOURNAL, CHICAGO

Red Clover
Alfalfa
Dwarf E. Rape
White Clover
Alsike
Natural Grasses
English Rye Grass
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I. L. RADWANER

American Representative
R. LIEFMANN SONS, Succ. HAMBURG
171 Broadway, New York



Timothy—Red Clover—Alsike—
Alfalfa—White Clover—Crimson
Clover—Canada Bluegrass—Ken-
tucky Bluegrass—Redtop—Millets
—Lawn Seed—Orchard Grass—
Seed Grains—Peas—Popcorn, etc.

Whitney-Eckstein Seed Co.**BUFFALO, N. Y.**

Correspondence Solicited

PITTMAN & HARRISON Co.



ESTABLISHED 1877

COW PEAS

Car lots and less. Car Black Eyes for table use (or planting) at a very nice price; Whippoorwills, Clays, Unknowns, etc., any quantity. Address us either office.

PITTMAN & HARRISON COMPANY

SHERMAN, TEXAS

OR

CLAREMORE, OKLA.

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SEEDS FOR SALE.

ALFALFA SEED grown in Utah and Idaho. Highest grades. Also Red Clover and Timothy Seed. Write us. C. A. Smurthwaite Grain & Milling Co., Salt Lake City, Utah.

SEEDS FOR SALE.

RECLEARED CHOICE COW PEAS.—Samples and prices sent on request. J. M. Schultz, Teutopolis, Ill.

FOR SALE—German Millet seed in car lots or small amount. J. W. Richards, Ferris, Illinois.

SEEDS FOR SALE.

DWARF ESSEX RAPE genuine Holland seed, immediate shipment from seaboard. 300 sacks Alfalfa, American, quick shipment from West. Write for prices. G. S. Mann, Postal Tele. Bldg., Chicago, Ill.

THE MANGELSDORF BROS. CO.

Atchison, Kansas

Wholesale Seedsmen

Millet, Kane, Kaffir Corn, Alfalfa, Seed Corn, Ky. Bluegrass, Bermuda Grass, Meadow Fescue, Sweet Clover.

We Buy and Sell

Wheat Screenings, Cane seed, Salvage Wheat, Kaffir Corn. Write or wire for prices.

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SEED AND GRAIN TRIERS Any size. Write for prices. G. S. Mann, Postal Tel. Bldg., Chicago

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Grain, Clover and Grass Seeds,

CHAS. E. PRUNTY,

7, 9 and 11 South Main St. SAINT LOUIS

THE ILLINOIS SEED CO., Chicago, Ill.

WE BUY AND SELL

TIMOTHY, RED, WHITE, ALSYKE AND ALFALFA CLOVERS, RED TOP, MILLETS BLUE GRASS, SEED GRAIN.

Ask for Prices. Mail Samples for Bids.

The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples.

Toledo, Ohio

SEED MERCHANT

Grower of Spanish Canaryseed

Importer of

Hemp, Rape, Niger, Millet Seed, and Cuttle Fish Bone

And BIRD SEEDS OF ALL KINDS

Cleaned by Patent Machinery.

Will be very pleased to submit samples.

Head Office:

JOHN MACQUEEN, 33 Brown St., GLASGOW

Mr. Kar-Lot

Kaffir Korn Konsumer

Do you receive our quotations?

If not, write today.

Tomlin Grain Co.

Board of Trade

Kansas City, Missouri

Buyers and Distributors Kaffir Korn and Milo Maize.

SEED

We Buy and Sell

Established 1838 SEED OF ALL KINDS Write or Wire Us Incorporated 1904

THE J. M. McCULLOUGH'S SONS CO.

316 Walnut St., CINCINNATI, Ohio

SEED

Grain Dealers' Scale Tickets—Book No. 51

This scale book contains 100 pages 8x11 inches. Each page contains 5 scale tickets and 5 stubs, giving the book a capacity of 500 loads of grain. Each scale ticket is ruled for Number, Date, Load of, From, To, Gross, Tare and Net pounds, Net bushels and pounds, Dollars and Cents, Due to or order and Weigher. While the stub is ruled for Hauler, Load of, Number, From, To, Weighed, Date, Gross, Tare and Net pounds, Net.....bushels.....pounds, Price, Dollars and Cents. It is printed on manila paper bound in heavy board covers and pages are perforated so that tickets can be removed from book quickly and without tearing them. Book No. 51, Price 75 Cents. Address GRAIN DEALERS JOURNAL, La Salle Street, CHICAGO, ILL.

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Grain Tables for reducing pounds to bushels.

Seventh edition revised and enlarged

7—32 lb. tables, 20,000 to 97,000 lbs.

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Alfalfa Seed

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Wisconsin Grown, Medium and Alsike Clover, also Timothy.

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Founded 1860 MILWAUKEE, WIS.

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Evansville, Indiana

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If you want to buy, ask us for samples.

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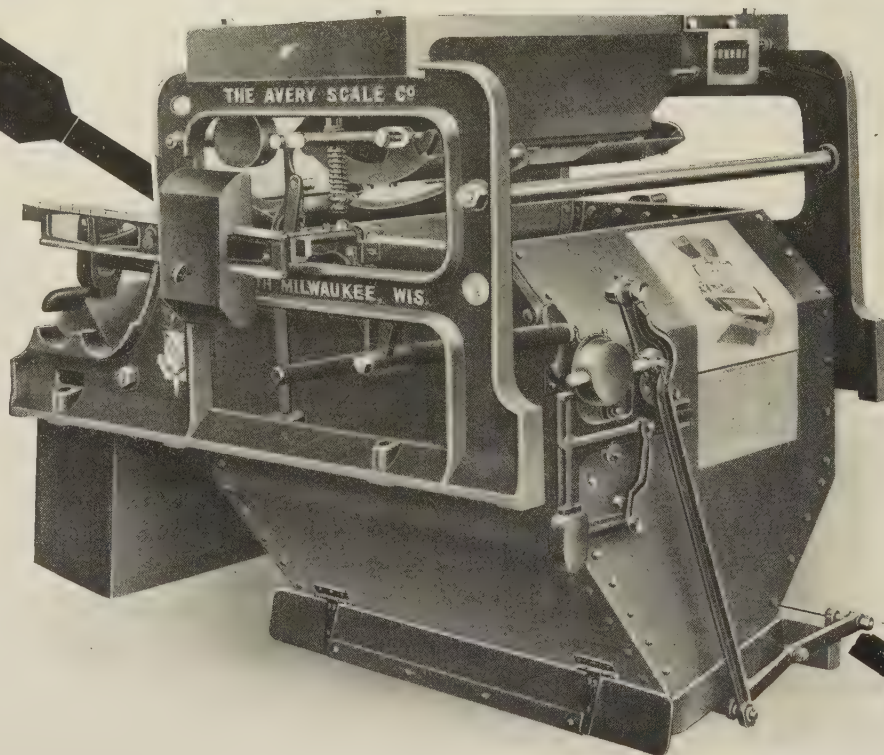
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Avery Automatic Scales

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Every Avery Scale is tested under actual elevator conditions before shipment.

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Every weight is a test weight.

As easily installed in an existing elevator as in a new one.

AVERY AUTOMATIC SCALES are to the grain man what the cash register is to the merchant—it is his “leak stopper” and “receipt giver.”

AVERY AUTOMATIC SCALES give the elevator operator a positive check either on every wagon load received or every car shipped out.

A successful grain man must know this, and the Avery furnishing the most positive accuracy in weights has warranted its installation in thousands of elevators. Avery scales are *accurate, positive, reliable* and the most satisfactory machine to install and operate.

It is a *superior scale* and is guaranteed to be so by the largest and oldest firm in the world manufacturing automatic scales.

The thousands of satisfied users, and the many re-orders, warrants the installation of one more elevator operator. That one is you.

Make your investigation today, fill in, cut out and mail attached coupon today, and we guarantee to send you the most interesting and valuable booklets you have ever received. **Free.**

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Gentlemen:—Without any obligation to me whatever, explain to me how an Avery Automatic Scale will pay for itself in my elevator.
Name
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State

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1600 U. S. Express Bldg., New York, N. Y.

GRAIN DEALERS JOURNAL

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CHARLES S. CLARK, Manager

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A Red Wrapper on your Journal means your subscription has expired.

THE ADVERTISING

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., MAY 10, 1913

GRAIN ELEVATOR owners who overlook the fact that the cost of applying paint to an elevator is twice as much as the paint, save no money in the long run by buying cheap substitutes for the best paint obtainable.

FREIGHT TRAFFIC managers of the grain carrying roads are giving so much serious consideration to preventing the loss of grain in transit that a great improvement in facilities for transporting bulk grain must soon result.

JUDGING from several contributions to our "Seeds" department recently, the trade in field seeds offers many uncultivated opportunities for seedsmen who are willing to specialize and render intelligent service to growers of different sections.

GRAIN DEALERS having deep set convictions on trade troubles, abuses or out-of-date customs, owe it to themselves and their brother dealers to give publicity to their views. Our department devoted to "Letters from Dealers" is free. Use it.

PILING COBS near to elevator has long been recognized as a hazardous practice. During the past year two elevators have been burned as the result of the cobs catching fire, and in our Illinois column this number is told of another elevator which was saved from destruction, due to a similar cause, only by hard work and good luck.

OUR NEWS COLUMNS this number tell of the razing of many old elevators, which will be replaced by modern up-to-date plants with first class equipment. With the new houses, the operators will be able to handle much more business, with less labor and expense.

WIDE, poorly ventilated corn cribs are the most expensive storage obtainable for ear corn. Dealers who desire their ear corn to be improved by cribbing, must build their cribs narrow, and the more ventilation they provide, the sooner will the corn dry out and permit shipment.

WASHINGTON farmers have become so irritated by the greed of the bag trust, that they have, after much agitation, started to organize companies for the erection of grain elevators at different points in that state, and hereafter much of the state's crop will be handled in bulk.

A SHINGLE roof, combined with spark from a passing locomotive, resulted in the destruction of an elevator at Worstville, O., last month, and one at Quiver Sta., Ill., this month. In dry weather wood shingles curl up, so as to form a welcome pocket for every stray spark, and the wonder is any elevator owner will permit a shingle roof to remain about the plant.

WOOD or wood-rimmed pulleys are now considered so hazardous by mutual fire insurance companies making a specialty of grain elevators, that they absolutely prohibit their use in heads or boots. So many fires have been traced directly to the wood pulley in the elevator head that the wonder is the insurance men did not awaken to its hazardous characteristics years ago.

WIDE DIFFERENCE in the moisture content of samples of corn from the same carload will be common until shippers and receivers adopt the like facilities and exercise the same precaution to secure accurate tests. Frequent variations of 4% prove conclusively the remarkable carelessness on the part of the tester operator at country points or in the central market or both.

SOME OF the grain carrying roads are making a determined effort to induce all of their competitors to insist upon docking all claims for loss of grain in transit, to allow for the "so-called" natural shrinkage. Some of the traffic managers will admit that grain absorbs moisture and takes on weight in transit occasionally, yet they propose to force this dockage upon shippers having the temerity to file a claim for loss in transit. Shippers should not overlook the fact that the common law requires the carrier to deliver at destination all freight entrusted to it for transportation. Delivering one-half or one-tenth of the grain does not relieve carrier from responsibility for the balance.

ELEVATORS which are so poorly arranged or equipped with spouting as to permit or encourage the mixing of different kinds of grain, to the despair of the operator, are sadly in need of overhauling. The cost of overcoming such difficulties will generally amount to less than the loss on one car of mixed grain.

LINE SHAFTS of small diameter do not reduce the cost of the elevator enough to permit of their installation being seriously considered. One day's interruption to business would more than offset any saving effected by the elevator man. Dependable machinery is absolutely necessary to the business being conducted continuously without interruption.

TRYING TO operate an elevator with just enough power to run the receiving leg, when the other machinery is idle, is like attempting to attend to business on one foot. The hopper never travels very fast nor with any regularity. The elevator man who has sufficient power to get there with both feet never loses any business because a long line of wagons is waiting to be unloaded.

THE PRACTICE of tacking a card on the grain door of each shipment, giving the weight, and insisting that word be sent to the loader immediately upon unloading, if it does not hold out, is rapidly gaining converts. By sending their weights with each shipment and giving them to the local station agent, the shippers prove their confidence in their weights, and others are forced to respect them.

AS THE CLOSE of another crop year approaches, it behooves every operator of a country elevator to figure closely on how much it is costing him to handle a bushel of grain from wagon to car. It may be that thru the adoption of modern mechanical devices he will be able to reduce the cost enough to insure him a handsome profit. Too many grain dealers have been drifting along, without the guidance of the monthly trial balance.

MICHIGAN SHIPPERS are seeking to secure a rehearing before the Supreme Court of that state in the case of the Nelson Grain Co. vs. Ann Arbor R. R. Co., which was reported on page 589 of the Journal for Apr. 25th. While this may be possible, still it would seem far more practicable for shippers using S/O B/L to consign the grain to their own order, notify the buyer, and then endorse it in blank and attach it to draft. It is of first importance to the shipper that he protect his title to the property. If the buyer wishes to reconsign it to someone else, without disclosing the identity of the original shipper, then he should pay the draft, take up the original B/L and have a new one issued to his liking. Too many shippers, in an effort to accommodate first buyers, have lost their grain.

TWO IOWA elevators were sacrificed recently to an adjoining power house, proving the wisdom of the power plant being housed in a fireproof building at least twenty feet from the elevator. Both of these fires are noted in our news columns this number. In one case the elevator manager barely escaped, tho badly burned.

CHOKE-UPS have long been the bane of elevator operators, and always will be until boots are provided with proper inlet valves, and the legs with sufficient cup capacity to carry away the grain permitted to get into the boot. Houses which are properly equipped with modern facilities never cause their operators any grief with choke-ups, broken or stripped belts.

AN IOWA grain firm which has not maintained harmonious relations with the local bank, is meeting the banks attempt to organize a farmers elvtr. co. by erecting a bank building. Only about 80,000 bushels of grain are shipped from the station annually, which is hardly enough to support one elevator. If the fighters would spend a little thot and money in promoting harmony, and less in warfare on one another, both would be much better off.

OPEN BINS are no longer tolerated in large elevators of modern construction. The danger to employes has been found too great. Many lives have also been sacrificed to the open bin in small elevators, but few elevator owners have as yet seen fit to cover their bins. Even employes who are thoroly familiar with the hazards of the open bin occasionally lose their life by falling into an empty bin or by being sucked down by the grain. It would be much better to have every bin covered, and its hazards guarded so as to protect the unwary.

SHIPPERS who do not oversee the loading of their cars, owe it to themselves to make a careful investigation before swearing to anything in connection with loading. A northwestern Iowa shipper recently had six empty cars set at his elevator for loading. When quitting time came five had been coopered and loaded, and the helper who did the work dragged his weary bones home. The station agent sealed all the cars and complained that one of the cars was "overloaded," but upon their arrival at destination one of the cars was found to be empty. The elevator manager made an affidavit as to the weight of the contents of each car, and remarkable as it may seem, the overloaded car arrived at destination without any grain. A careful investigation of the matter developed the fact that the helper had loaded but five cars, so the claim for loss was withdrawn. More careful supervision of the work being done by helpers will avoid just such blunders and prevent disputes arising from hastily prepared claims.

RAILROAD MEN, as well as scale experts, have come to recognize the automatic scale as a profitable acquisition to the country elevator, but they insist that in order to obtain dependable weights, a garner of generous proportions must be placed above the scale, so as to insure the even flow of grain into the scale hopper. Elevator men who have placed their automatic scale on the working floor, where they can adjust it to the specific gravity of different kinds and grades of grain being weighed, obtain the best results.

THE TELEGRAPHIC time filing bill, so much favored by the grain trade, failed of passage by the last Congress, so must again be introduced and fought thru the two houses. The bill is one which would enable the senders of telegraph messages to know whether the message had been delivered within a reasonable time. As it is now, too many messages are long delayed, so that the service is of no value to anyone. In such cases, the telegraph companies should not only be unable to collect for the service, but they should be fined for their dereliction.

DURING the past winter many grain dealers have lost heavily, and some have been forced into bankruptcy, because of railroad companies' inability to transport grain tendered for shipment. Notwithstanding the heavy loss of traffic, and the handicap placed upon the shipping public, the railway freight traffic officials are at present actually credited with worrying over the big crops now promised, and are said to have issued a warning to car builders to hold themselves in readiness to supply new cars without limit. Wonderful! Wonderful! Some day each railroad will be required to provide cars in keeping with the freight offered it, and then a per diem charge will be established which will insure cars being returned to owners promptly, so that both railroads and shippers will be much better off.

THE FOLLY of employing a man to put on an iron roof or siding who has had no experience in that line is well emphasized by the information appearing in "Asked-Answered" column this number. It is a very easy matter to nail iron onto wood, but to do it so as to allow for the settling of the building and keep out the rain is far more important. The experiences recited in the query published in this number should prove of benefit to every elevator owner as well as every builder. Experience has proved that the iron clad elevator is a much safer fire risk than the wood covered, in fact, the insurance companies charge 10c if elevator has no iron siding, and 50c more if it has a shingle roof, so that the elevator man can hardly afford to use the combustible material as an outside covering for his grain storehouse.

THE MEASURE introduced in the lower house of the Minnesota Legislature by A. F. Teigen, which was designed to prohibit dealing in futures, was killed. It seemed evident that many of the law makers were so educated by the information presented to the committee appointed to investigate the grain exchanges, that they readily perceived the prohibition of dealing in futures would injure the grain producer far more than anyone else, because it would quickly place him at the mercy of large capital, and the small dealer would be driven from the market.

THE DETROIT Board of Trade has taken an advanced step and henceforth will report seal records of each car to shippers upon arrival of car at inspection track, and also upon delivery at elevator, so if contents have been tampered with while in care of transportation company, it will be a very easy matter to trace it. Such a practice will surely compel the railroads to guard their cars more thoroly. Too many roads now make no effort whatever to protect their loaded cars from thieves, and thru their very laxness encourage stealing of the shippers' grain. Use private seals numbered consecutively and protect your grain.

SHIPPERS of grain to Chicago from points east of the Missouri River, over the A. T. & St. Fe R. R., the C. & A. R. R., the C. & E. I. R. R., the Ill Cent R. R. and the Wabash R. R. cannot expect their grain to command as good prices in the Chicago market as grain of like quality arriving the same day over other lines. All roads entering Chicago, except the five named, deliver grain to any elevator free of switching, but the five railroads named charge so much for switching grain to elevators on other lines as to make an approximate difference of about $\frac{1}{4}$ c per bushel and oftentimes more. Shippers along these lines should get busy and protest against the discrimination.

EVERY GRAIN shipper must have some very emphatic opinions regarding federal laws which permit freight traffic officials to quote rates lower than the legal rate, and then collect the legal rate, yet few have given expression to their opinions. The very fact that railroad officials are not responsible for errors made in quoting rates must of itself lead some tricksters to delight in misleading shippers. The shipping public is entitled to some recourse, some protection from such blunders, but it cannot expect to get any relief unless it institutes a vigorous campaign to obtain it. The railroads are content to let the law stand as it is, for now they are able to capture business by misrepresentation, without fear of prosecution. Suggestions for relief will be most welcome to the members of the grain trade.

LARGE, self-cleaning receiving sinks are of special advantage in elevators where the farmers rush their grain to market immediately it is harvested and then haul about one load a day the balance of the season. With such a dump, supplemented with receiving leg of large capacity, the elevator man will be able to take care of his trade when the rush comes, and then when few loads are being received, it will not be necessary for him to start his power, except when the dump sink is full.

NOTWITHSTANDING that the government has not yet seen fit to establish grades for the different kinds of grain, still it continues to condemn and confiscate shipments which, in the estimation of the department, are adulterated and misbranded. It is not an easy matter to conform to the department's idea of what is permissible, in advance of its establishment of grades, but on the theory that "might makes right" it condemns what it desires and the grain shippers in their weakness do not seem willing to fight against the persecution.

SEVERAL YEARS ago country elevators collapsed with painful regularity. One gratifying result was that builders, making a specialty of this style of structures, immediately began to use heavier foundations and stronger material. Last year comparatively few houses collapsed, as the result of the heavy load they were called upon to sustain. If grain dealers would contract only with experienced elevator builders, few houses would ever collapse, or even burst, as the man who makes this class of structure a specialty could not afford to have his reputation blasted forever by putting up a house so weak that it soon fell down. However, it must be expected that contractors will occasionally build a house too weak for its load, as the eagerness of some grain dealers to get the cheapest house possible oftentimes prompts the builders to underbid one another, until they get the contract at a price way below the cost of what they have contracted to deliver. Self-interest prompts the contractor immediately to economize and skimp at every turn, in the hope of getting out without loss, and it would be but natural if the close buyer occasionally failed to get what he wanted. Many elevator contractors have failed during recent years, and comparatively few have reaped a rich harvest as the result of building grain elevators. The elevator contractor, however, knows the merits of the different materials needed in the construction of a first class elevator, so that his advice and assistance would invariably save the grain dealer more than it costs. So many improvements have been made in labor-saving mechanical devices, which go to make up the proper equipment of the modern elevator, that the owner will soon forget the cost of installation in the happy contemplation of the small cost of operation.

REINFORCED CONCRETE construction is by far the most popular style of terminal elevators at present, and occasionally country dealers erect fireproof plants of this material. While it does not eliminate all the fire hazards of the grain elevator, still it does reduce the amount of combustible material in the plant to a minimum, and also reduces the cost of insurance. Such plants, however, cannot be expected to be immune from dust explosions, and it behooves the owners to see to it that their plants are well equipped with dust collecting apparatus, to the end that the use of expensive fireproof material may not have been in vain.

STORING GROWERS GRAIN BECOMING UNPOPULAR

During recent months we have had a number of complaints from Illinois elevator operators against the practice of storing farmers grain. Not one dealer has expressed a single word in defense of the practice, but many have condemned it in very vigorous language. The country grain dealer who builds an elevator to handle his grain cannot afford to give or sell his space for a pittance, and at the same time assume the risk of fire and deterioration. Storing for farmers has always been the source of much grief to the grain dealers, and oftentimes the cause of loss to the farmers.

Indiana dealers are most fortunate in being confronted with the expensive option of conducting their storage business systematically, and in accordance with the rules and regulations to be laid down by a Public Utilities Commission, provided for by the last legislature. Several meetings have been held by Indiana operators of country elevators recently, and without exception they are all agreed it would be folly to attempt to continue the storage business under the surveillance of the Commission. The free storage of farmers grain, or even for a small fee, has long been recognized as one of the curses of the business. It has forced many elevator operators into financial embarrassment, and that, too, with little prospect of his having realized any profit as the result of giving the storage to the farmer.

Few farmers are satisfied with the free storage. They want money advanced without security, and the assurance that they will be given the rise of the market when they want to sell, but, of course, if the market declines, well, that's the elevator man's loss. They insist upon his taking all of the risks of loss, but are willing to grant him none of the chances of gain.

The sooner the elevator operators at country points conduct their plants along business lines, the sooner will they realize some of the profit to which they are clearly entitled, and obtain a relief from much of the friction and irritation which falls in the wake of free storage.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

M. & St. L. 5894 passed thru Boyd, Minn., May 8 leaking at end over coupler.—A. E. Ahre, agt., Eagle Roller Mill Co.

K. C. S. 13561 passed thru Harrisville, Ind., May 7 leaking white oats badly at doorpost.—Wm. H. Hohleman.

P. L. 557577 passed thru Borton, Ill., May 5 on northbound Clover Leaf train, leaking grain.—Henn & Beggs.

C. & N. W. 85652 passed thru Alton, Ia., May 3 with lower grain door on one side bulged out and grain leaking thru broken board and thru crack caused by bulge.—Henry W. Klein, agt., L. J. Button Elvtr. Co.

P. R. R. 79844 passed thru Arthur, Ill., May 1 leaking white corn from broken end.—L. Buckner, agt., Paul Kuhn & Co.

I. C. 15643 reached Macon, Ill., Apr. 30, on southbound train leaking white corn badly at side of car. Set out at that point. Car apparently from Elwin, Ill.—J. W. Bradway.

Nor. Pac. 35043 passed thru Goodland, Ind., Apr. 29 leaking oats badly.—H. Murray & Co.

Ill. Cent. 36992 passed thru Colfax, Ill., Apr. 29 leaking white shelled corn at door.—Colfax Grain Co.

N. Y. N. H. & H. 72462 passed thru Wapella, Ill., Apr. 29, leaking oats badly on end sill and sides. Car billed to New Orleans.—J. M. Greene & Son.

L. & N. 1344 reached Alford, Ia., Apr. 28 leaking wheat at end of car. The mgr. of the Farmers Elvtr. Co. and I patched up the leak while the trainmen were switching.—Wm. Barron, agt., Thorpe Elvtr. Co.

N. P. 48750 passed thru Westport, Ind., Apr. 23, leaking shelled corn at door.—Tyner Grain Co.

G. N. 43882 passed thru Preston (Blanchard P. O.), N. D., Apr. 21, leaking at end.—T. E. Cormack, agt., St. Anthony & Dakota Elvtr. Co.

M. C. 11157 passed thru Westport, Ind., Apr. 19, leaking corn at drawbar.—Tyner Grain Co.

Southern 37222 passed thru Sidney, Ill., Apr. 14, leaking at side door.—E. E. Derrough, mgr., Sidney Grain Co.

COMING CONVENTIONS.

May 20.—Farmers Grain Dealers Ass'n of Kansas at Larned, Kan.

May 20-21.—Oklahoma Grain Dealers Ass'n at Oklahoma City.

May 20-23.—Mill and Elevator Insurance Field Men at Chicago.

May 23-24.—American Feed Manufacturers Ass'n at Chicago.

May 27.—Inter State Feed Dealers Ass'n at Kansas City.

May 27-28.—The Texas Grain Dealers Ass'n at Fort Worth, Tex.

May 30-31.—Millers National Federation at St. Louis.

June 2-6.—Operative Millers of America at Kansas City, Mo.

June 3-4.—Illinois Grain Dealers Ass'n at Chicago.

June 16-17.—Council of Grain Exchanges at Cincinnati.

June 17-18.—Ohio Grain Dealers Ass'n at Cincinnati.

June 17-18.—Indiana Grain Dealers Ass'n at Cincinnati.

June 24-26.—National Hay Ass'n at Peoria.

June 24-26.—American Seed Trade Ass'n at Cleveland.

June 26, 27, 28.—National Ass'n of Managers of Co-operative Elevators at Milwaukee.

Oct. 14-16.—Grain Dealers National Ass'n at New Orleans.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

WHY CORRUGATED IRON GIVES TROUBLE.

Grain Dealers Journal: I have painted the iron siding on my elevator every year since it was put on and still it leaks. I have decided to replace it with drop siding this summer.—W. C. Walsh, Verona, Ill.

Grain Dealers Journal: The Shannon Grain Co. has replaced the steel roofing on its elevator with a shingle roof, as the steel was being continuously loosened by the wind.—I. Sellig, mgr., Farmers Protective Elvtr. Ass'n, Alexandria, Neb.

Ans.—Corrugated iron shud give no trouble if it is properly applied. The sheets shud be lapped two corrugations instead of one, and plenty of nails shud be used. Lead washers shud be placed on all nails, as the nail head sinks into the lead and makes an absolutely tight connection. Nails shud be driven only thru the top of the corrugations and not thru the bottom.

The foregoing was also submitted to A. Le Clair of A. Le Clair & Co., who has had many years' experience placing metal roofing and siding on grain elevators. After due consideration he says:

What should I cover my elevator buildings with, and why do they sometimes leak when covered in this way?

These are questions which the writer has been called upon to answer many times during his experience in covering grain buildings; and for the good of the small country elevator owners, I am glad to answer these questions in a general way.

For the past 32 years I have made a specialty of elevator covering of all kinds, and I have met with many strange and peculiar leaks on elevator buildings, which have caused a great deal of damage and annoyance to the owners. But the main cause of the trouble, I have invariably found to be in the lack of experience of the men who have done the work. Now I do not wish to create the idea that this work is of a character where it takes a better mechanic to do it than any other sheet metal work.

On the contrary, I want to say that this work does not require a skilled mechanic but it does require an experienced man. The reason for this is that elevator buildings are always built high, with a clear wall not having any openings until you reach the cupola.

The local or country sheet metal man may be a good mechanic, and we will suppose that he is, but not having the necessary equipments such as ropes, scaffolds and special tools, he is not in a position to do this work as well as men who are thoroly equipped for this special work. He sometimes does it with ladders or stationary scaffolds, and as this work is always high and hazardous he is scared and nervous and always in a hurry to get back to terra firma. Therefore, where a dozen nails are necessary to hold the metal in place, he sometimes makes one or two nails do. It looks well enough for the time being, but it is only a matter of a year or two before the iron gets loosened and begins to leak, and is often blown off.

Some men who have had no experience in elevator covering, nail everything solid and allow no slip joints for the settlement of the cribbing or cupola. Then again I have often found the joints put together the reverse to what they should be.

A serious mistake often made by the country builder, is that of having the carpenters put on the iron roofing. If you want a first class job in any line, you must use men who follow that special line. Within the past two years I have been called upon to take off and replace new roofs which had not been on six

months. In one instance I removed 57 nails that had been put in a roofing sheet 2" by 10".

In another instance where the carpenters had put on the roof next to the cupola they had nailed it all along on the roof. In this case the roof did not leak until the next winter when the snow banked up against the cupola sides, and the morning sun started to melt the snow, and this water being held back by the icy roof, soaked down around these nails.

At another place there was a track shed attached to a large elevator lighted from the roof by metal skylights. The skylights had been well made by some city firm who had been furnished the size of the openings. These had been shipped to the owner, who had the local tinner set them in place. It being probably his first job at setting skylights, and not knowing that they had to be fastened down, he left them loose over the openings. The result was that in the fall there came a windstorm and they found their skylights out in the fields.

The writer could enumerate many more such cases. Now do you wonder why the country elevator leaks?

In answer to the question at the beginning of this article, I will say that there is only one material to use to cover the small wooden elevator, both for making it water-tight and reducing the fire insurance, which in itself is quite an item on a wooden house, and that is galvanized corrugated iron. No. 26 is what the writer would advise using. But above all, have it put on by men who understand this work. If you do you will find that it is a great deal cheaper in the long run, with a very little difference in cost at the beginning, if you take into consideration the painting and upkeep of your wooden elevator which is not covered in this way. All things must be well done. If the builder was sick he would not ask the carpenter for medical aid; no more should he ask this same carpenter to do anything else which he does not understand.

RATE DISCREPANCY BETWEEN ALTON, IA., AND COUNCIL BLUFFS, IA.

Grain Dealers Journal: The C. M. St. P. & O. charges a rate of 8.96c from Alton, Ia., to Council Bluffs, Ia., to which point all Omaha grain is billed. The C. & N. W. charges 7.50c from Alton, Ia., to Council Bluffs. Inasmuch as the C. M. St. P. & O. is part of the C. & N. W. System, why is there so much difference in their rates?—S. R. D.

Ans.—Traffic moving from Alton, Ia., to Council Bluffs, Ia., over the C. & N. W. is intrastate and the Iowa distance tariff applies in fixing the rate. Traffic moving between these points on the C. St. P. M. & O. is carried across the Missouri River at Sioux City into Nebraska and the rate becomes an interstate matter. Furthermore, the Omaha Line has to pay a bridge toll of \$6 per car on all cars using the Union Pacific Bridge between Omaha and Council Bluffs, hence the higher rate via the C. St. P. M. & O.

CARRIERS' LIABILITY FOR RE-LEASING CAR WITHOUT SURRENDER OF B/L.

Grain Dealers Journal: A car of hay we bot was shipped and we paid draft and secured the B/L.

A controversy arose and the shipper diverted the car, giving the railroad a bond.

The railroad refuses to pay our claim supported by B/L, draft and invoice. The lawyer of the railroad company, Santa Fe, told us that if the Santa Fe paid claim without consent of shipper it would do so at its own risk. If we have to sue it will cost us more than it is worth. We would like to know of any decisions on diversion by seller.—Early Grain & Elevator Co., Amarillo, Tex.

Ans.—The holder of the B/L has a valid claim against the carrier for the goods or their value. The holder of the B/L is the owner of the property and the carrier can not deprive the holder of any of his rights by any agreement with the shipper or any former owner of the property.

Ask the carrier's lawyer to permit you to read the conditions in the bond given by shipper. Quite likely this bond explic-

itly states that the giver of the bond will protect the railroad company for surrender of the shipment to any holder of the B/L.

Shud the shipper bring suit against carrier for paying your claim without his consent, the carrier will have a sufficient defense in the B/L, draft and invoice. It is assumed that the controversy did not imply any rejection by buyer of the shipment.

COUNTRIES USING CORN PLANTING MACHINERY?

Grain Dealers Journal: In what foreign countries would it pay best to take out a patent on an attachment for a corn planter?—J. N. Kaumans, Montrose, Mo.

Ans.—It is doubtful whether it will be profitable to apply for patents on corn planter attachments in any countries other than the United States, Argentina, Mexico, and probably South Africa, as these are the only corn growing countries that use corn planting machinery to any extent.

SAVANNAH, ILL., NOT A TRANSIT POINT.

Grain Dealers Journal: In the Asked and Answered columns of the Apr. 25 issue of the Journal, John Tooley, New Hampton, Ia., wants to know if Savannah, Ill., was a transit point on the C. M. & St. P. in 1910. According to the General Freight Office of the St. Paul Road at Chicago, transit privileges were not granted in 1910, and are not granted now, on corn originating at New Hampton, Ia., altho other stations in Iowa are granted these privileges at Savannah. The dispute wud be quickly settled by finding a tariff authorizing transit privileges for New Hampton traffic, and the State Railroad Commission shud be of assistance in this.—W. F. H.

CARRIERS WILL FORCE Natural Shrinkage Dockage.

The deduction for so-called "natural shrinkage" in settling claims for loss of grain, which the claim departments of many roads have sought to enforce, will be recognized in the tariffs of the Western trunk lines by publication, without exception, of the following rule, effective June 1:

Where recognized state, board of trade or grain exchange weights are ascertained at point of origin or destination and certificates of the actual weight are issued at time of shipment, the following allowances shall be deducted for invisible loss (normal wastage) in weight, in the adjustment of claims for loss of grain from cars: Corn, $\frac{1}{4}$ of one per cent; all other grain, $\frac{1}{8}$ of one per cent.

The eastern roads in Central Freight Ass'n territory, north of the Ohio River and West of Buffalo and Pittsburgh, will adopt the same rules as soon as they get the consent of the lines east of Buffalo to put the same regulation into effect.

It is not considered necessary to get the consent of the grain shippers to this arbitrary deduction from the weight of their property entrusted to the carriers for transportation. The carriers feel that they have a perfect right to take from the shipper 250 pounds of corn on each carload. In this they feel as did the terminal elevator operators many years ago, who always took 100 to 150 lbs. off the weight of each car unloaded into their houses, to cover "loss in handling." This 100-pound steal has been done away with everywhere; and it is not likely the shippers who own the grain will tamely submit to the "natural shrinkage" deduction, however willing some markets may be to give away something that is not theirs to give.

The common law requires carrier to deliver at destination all of each shipment entrusted to it for transportation.

PROGRAM ILLINOIS MEETING.

The official program of the twentieth annual convention of the Illinois Grain Dealers' Ass'n which will be held in Chicago June 3rd and 4th, 1913, at the La Salle Hotel.

Tuesday, June 3, 1913, 10:30 A. M.

Invocation, Rev. Olin M. Caward, Chicago.

Song, "Illinois," Mrs. L. E. Yager, Oak Park, Ill.

Address of Welcome, Mr. Edward Andrew, President, Chicago Board of Trade, Chicago.

Response for the Association, Mr. S. C. Taylor, Vice President, Kankakee.

Reading Minutes of Last Annual Meeting.

Secretary's Report, Mr. S. W. Strong, Urbana.

Treasurer's Report, Mr. H. I. Baldwin, Decatur.

Finance Committee's Report, Mr. Geo. Ritscher, Chairman, Owaneco.

New Business.

Tuesday, June 3, 1913, 1:30 P. M.

President's Address, Mr. Lee G. Metcalf, Illiopolis.

Reports of Committees.

Arbitration, Mr. H. A. Rumsey, Chairman, Chicago.

Executive, Mr. W. L. Shellabarger, Chairman, Decatur.

Legislative, Mr. Thos. Sudduth, Chairman, Springfield.

Claims Department, Mr. R. C. Baldwin, Chairman, Bloomington.

Election of Officers.

New Business.

Wednesday, June 4, 1913, 10:00 A. M.

Crop Improvement, Mr. Bert Ball, Secretary, Crop Improvement Committee, Council of Grain Exchanges.

Report of Resolution Committee, Mr. Geo. D. Montelius, Chairman, Piper City.

Some Matters Affecting the Association From a Legal Standpoint, Mr. Wm. R. Bach, Attorney for the Association, Bloomington.

Scale Inspection, Mr. G. H. Rikert, Official Scale Inspector for the Association, Bloomington.

New Business.

ENTERTAINMENT.

June 3rd.

2:30 p. m. Automobile ride over the boulevard system for visiting ladies only.

8:00 p. m. Informal entertainment by amateur talent of the Board of Trade in the Red Room of the La Salle Hotel.

June 4th.

1:30 p. m. Members will be guests of the Board of Trade of the city of Chicago at a ball game—"Chicago Cubs vs. Boston Braves."

8:00 p. m. Informal theater party.

To both of the above ladies will be welcome. Tickets for both of these functions will be distributed in the Red Room of the La Salle Hotel on Tuesday evening by Chicago members of the committee.

General Committee. Adolph Gerstenberg, B. S. Wilson, Edward Hymers, J. H. Rawleigh and E. M. Combs, Chicago; Lee G. Metcalf, Illiopolis; W. L. Shellabarger, Decatur; S. W. Strong, Urbana.

Sergeant-at-Arms—Mr. Al Smith, Chicago Board of Trade.

The grain trade is cordially invited to attend the convention.

Indiana Dealers Opposed to Storing Grain.

A meeting of grain dealers was held in LaFayette, Ind., May 2, 1913.

After an address by Sec'y C. B. Riley of the Indiana Ass'n., calling attention to legislative matters, he called particular attention to the Public Service Commission and asked for expressions regarding the storing of grain.

A summing up of opinions expressed follows:

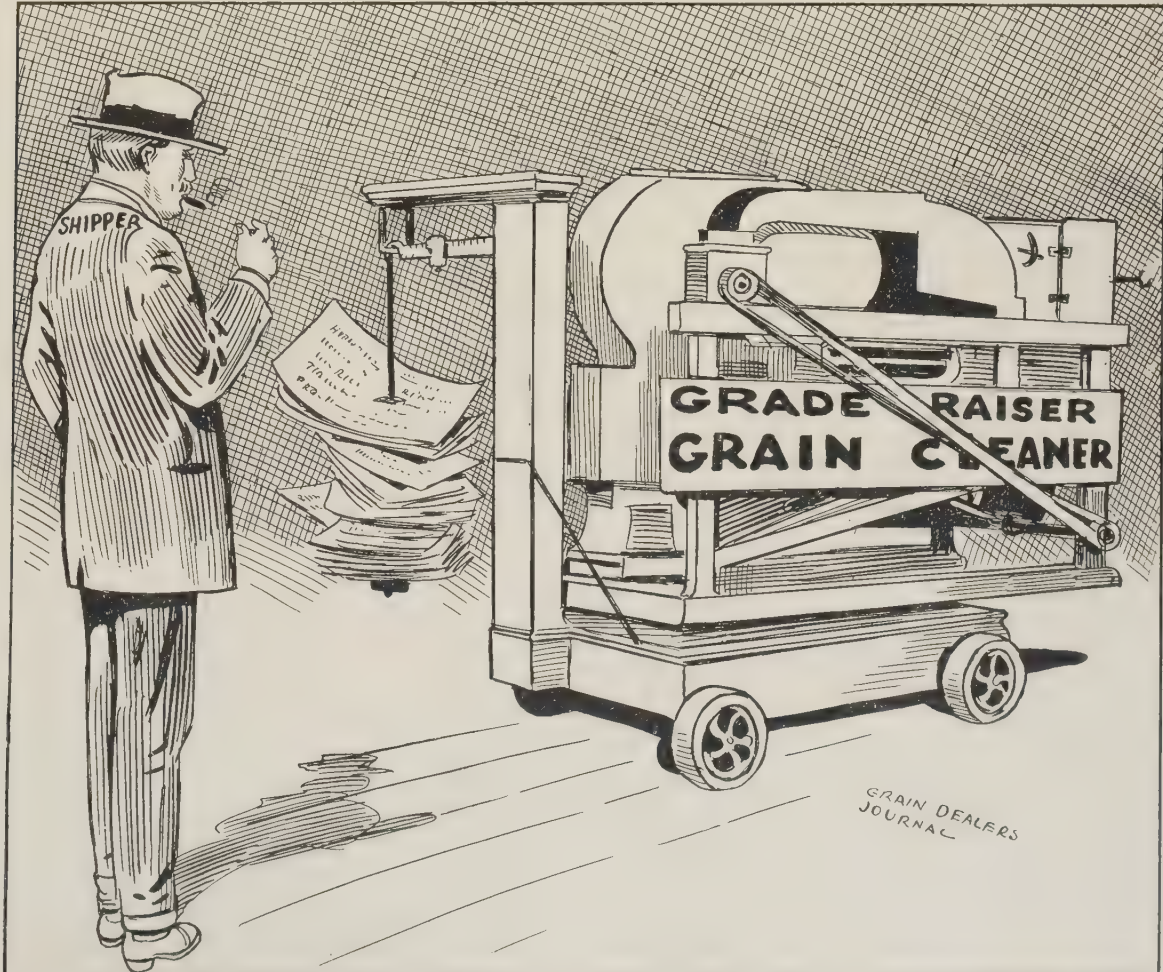
Practically fifty elevators were represented and all of the owners reported having lost heavily on stored grain. Some of the dealers had also been farmers and they said that from the farmers' standpoint the storing of grain one year after another is a financial failure for the grower and that it was much better to keep the grain in his own bins. The farmer then is not at the mercy of the dealer holding his grain in store.

With the grain in the farmers' own bins the grain man does not have the opportunity to ship out grain that does not belong to him.

The grain men on the other hand avoid the shrinkage in quantity and loss in quality. This in many cases amounts to several cents per bushel. Just because storing has been a custom is no reason why it should be continued, especially when it is detrimental to all parties concerned.

The new law was regarded as one tending to make the storing of grain a bur-

The Grain Shipper's Discovery.



Receipts for Freight Paid on Dirt in Grain Shipped during 1912 More than Balances the Cost of a Good Cleaner.

den on the grain man, as he will be called upon to register as a public warehouseman and keep records for examination by the representatives of the Public Service Commission. The way out of the difficulty is to refuse to store grain either free of charge or for a fee.

THE ROSY LIFE OF A GRAIN Dealer.

BY O. D. HOLLIS.

Man born of woman is of few days and full of vain desire to see the ball game.

He ariseth in the morning and buyeth the farmers' wheat at a high price and lo, ere the night, the market slumpeth and he is sore at heart.

He openeth his mail and behold there is a bid he thinks high and he wirth acceptance. In an hour some Commission firm calls him and bids a cent more, and he is wroth and bumpeth his head against the wall.

And it came to pass that a certain grain dealer buyeth wheat that he judges No. 2, and he selleth it, but lo, when it arrives at the market, it grades 3, and he is docked a cent. This same car is sent forward to a mill and grades No. 2, and the shipper ariseth in his wrath and swears a mighty oath. Then, in great distress of spirit, he loadeth another car of wheat out of the same bin and he consigneth this car to his favorite commission house, and it gradeth No. 2 and selleth for a high price. He marveleth thereat and his wonder is great.

Yet the poor Inspector, made of flesh and blood, has learned of the art, for he ariseth at dawn and hunteth the yards over for certain car numbers. The snow and the rain and hot sun have no terrors for him, for his children are crying for bread and he bendeth his back to his labor that he may clothe the bosom of his family. No matter what his decision, a great howl is raised, and he knoweth not which way to turn. He sees strange visions of a house with iron bars and men in uniform, and he soon is babbling and gibbering in a strange tongue.

And there came a time when a grain dealer loaded a certain measure of grain into a car and when it arriveth at the mill, lo and behold the measure is short and the railroad company knoweth not whither it went. The poor grain dealer teareth his hair in vain regret, for he is ground between the upper and the nether mill stone, and layeth up profit slowly.

All is vanity, vanity.

THE CORN PRODUCTS Refining Co. in its answer to the government's suit filed Apr. 10 made a general denial that it has violated the anti-trust law.

The Dakota Improved Seed Co., Mitchell, S. D., has registered the word "Disco" as a trade-mark to cover its line of flower, vegetable and cereal seeds.

THE BUFFALO Chamber of Commerce will send a delegation to Washington to protest against the proposed duty on wheat, oats and buckwheat, unless an equalizing duty is placed on the products and by-products of these commodities.

CORPORATION stockholders can not by a reorganization defeat the claim of a non-assenting creditor of the old organization, was the decision of the Supreme Court of the United States Apr. 28 in the case of Boyd v. Northern Pacific Ry. Co.

Letters From Dealers

[Here is the grain dealer's forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

FREIGHT CLAIM PAID IN 21 DAYS.

Grain Dealers Journal: On April 8th, we filed claim with M. K. & T. Ry. for \$6.00 to cover loss in transit on car of snap corn from Missouri to Texas. We received voucher to cover same April 29th. This is so unusual we think it should be reported, but it only shows claims can be handled without delay when the claim agents make an effort.—Reinhardt & Co., per Geo. Reinhardt, McKinney, Tex.

VARYING PERMISSIBLE PERCENT OF MOISTURE.

Grain Dealers Journal: We have contended for a long time that No. 3 corn shud be made the contract grade at Chicago. We hold that No. 3 corn shud be the commercial standard and shud be accepted on Board of Trade contracts under the rules now calling for No. 2 corn.

We further believe that in November and December a moisture content of 20 per cent shud be permitted in No. 3 corn, the standard to be raised to 19½ per cent in January, February, March and April, while in the summer months up to the new crop a standard of 18½ per cent moisture shud be established. We would like to hear thru the Journal from other shippers on the moisture test.—G. J. Carson, mgr. Saunemin Elevator Co., Saunemin, Ill.

LAW TO PROTECT SHIPPERS NEEDED.

Grain Dealers Journal: We are glad to read your vigorous editorial in April 25th number touching on legislation needed to protect shippers from the blunders of Railroad Officials. We do not think any class of people in the United States excepting Railroad Officials, can make blunders in the regular line of their business and compel their customers to stand the expense of these blunders. We have never made a mistake in the quotation of grain that we did not feel was correctly chargeable to us and that we did not feel could be collected from us through the courts. If the Law is as it has been interpreted by the United States Supreme Court, then the Law should be changed and it should be done just as quickly as possible.

It seems to us that here is good field for the Legislative Committee of the Grain Dealers' National Ass'n, and that work should be begun at once and a Bill gotten ready for presentation at the next regular session of Congress in December. It seems to us that it would be very appropriate that this Bill be presented by the Congressman from the District in which Henderson, Ky. is located, on account of the emphasis that could be brot to bear upon the proposition by reference to the Henderson Elevator Co.'s case against the Illinois Central.—Yours truly, W. H. Small & Co., A. F. Files, V. P., Evansville, Ind.

A CORRECTION.

Grain Dealers Journal: In the Journal Apr. 25 I am credited with incorrect figures on the tolerance for error of scales by the Canadian government.

As I remember twelve years ago the tolerance of the Canadian Government was one pound per 1,000 lbs., and I believe I am not immodest in saying that it was thru our efforts that they changed it to one pound per 2,000 lbs., in other words from a variance of one bushel per 1,000 bus., to a permissible error of one-half bushel per 1,000 bus.

The incorrect figures are an injustice to our good friends in Canada.—H. A. Foss, Board of Trade Weighmaster, Chicago, Ill.

PRESENTS CLAIMS SO THEY ARE PAID.

Grain Dealers Journal: We find that not enough can be said in favor of grain shippers being more careful and systematic about filing claims.

This is too often overlooked or utterly disregarded. We file claims for losses whenever and wherever possible and our claims are paid. It should be understood that we make our claims clear and attach affidavits of the condition of the car when it left our station and all other necessary papers.

Our elevator man makes an affidavit to us as to the contents of each car when it is loaded and when a car is reported leaking, we have this affidavit immediately available. The matter of making affidavit as to weight when the car is loaded does away with the cause for suspicion on the part of the railroad company that the affidavit was made out of whole cloth to fit the occasion when a loss arises.—Shipper.

IMPORTANCE OF PRIVATE CAR SEALS.

Grain Dealers Journal: Many railroad companies seal their cars with the station seal. These seals are exactly alike, bear the same number and bear no evidence other than the number of the station, so that anyone who desired could break open a car as frequently as desired, reseal it and start it to market bearing the same seal as when station agent first sealed it upon receiving the shipment from the grain elevator man. These seals are so easily removed and replaced by another that they invite pilfering.

Private seals, bearing the name of user, and numbered consecutively, prevent their being tampered with without detection. Seals would afford much more protection to any station, provided they were numbered consecutively, and bore the name or number of the station. The only protection which has come to shippers thru the use of seals is to those who use private seals, numbered consecutively. The railroads should number the seals of each station consecutively, and see to it that the agent locks his supply in the vault every night. He should be required to account for every seal given him. Then if a car of grain did not arrive at destination under original seal numbers, it would be a comparatively easy matter to prove that someone had tampered with it during transit.

I also believe that it would be much better if the exact weight of the grain placed in any car were entered on the B/L. This would prove his confidence in his own weights and help to settle any differences which might arise, should he present a claim for loss of grain in transit.—A. M. S.

SERIOUS MISTAKE FOR SHIPPER TO BILL SHIPMENT TO ANOTHER.

Grain Dealers Journal: The time and place of the next meeting of the Michigan Bean Jobbers Ass'n has not been fixed, but it will be about the middle of September.

The decision on page 589 of the G. D. J. for April 25 by the Supreme Court of the State of Michigan is very important. We have several firms in Michigan who stand to lose large sums under that decision and at present the several firms interested are arranging to get a rehearing in the case just decided.

If the Nelson Grain Co., who brot this case and were the actual shippers of the beans, had shipped the beans to their own order and signed the bill of lading as the owner and shipper, which they should, they would have had a much better case to go into court with.

I believe it is a serious mistake on the part of any country shipper to bill goods to the order of some one else and show the second party as shipper. This is done, of course, to keep the receiver and shipper strangers, but is not the correct way to handle an "order bill of lading."—Yours truly, Fred Welch, Owosso, Mich.

IMPROVED B/L NEEDED FOR PROTECTION OF TRADE.

Editor Grain Dealers Journal: We have read with a great deal of interest your report of the decision of the State Supreme Court in the case of the Nelson Grain Co. against the Ann Arbor Railroad. [April 25 Journal, page 589.] We also saw in some other publication Judge Moore's adverse opinion which we believe was much more in harmony with the purpose of the bill of lading. It would seem to us that there should be some action taken by the shippers organization to carry this matter to the Supreme Court at Washington and see if they could not secure a reversal of this decision, and if such could not be secured a new bill of lading should be formulated which would fully protect the shippers.

Any unprincipled shipper could consign any number of cars to his own order, draw his draft from the bank, get his money, go to destination and get possession of the cars (without payment of draft or surrender of the bill of lading) and sell his goods and skip the country, leaving the bank to pocket its loss. I would like to see some comments from some of the larger shippers relative to this very important matter.—Yours very truly, Geo. F. Dimond & Co., Saginaw, Mich.

INDIANA DEALERS DECIDE TO STOP STORING.

Grain Dealers Journal: We have just closed a meeting of country Grain Dealers and Millers located within a radius of fifty miles of Indianapolis, that was called for the purpose of considering the question of storing grain for producers.

The law providing for the Public Service Commission gives to that Commission jurisdiction over elevators and warehouses performing service for the public and after a thoro discussion those present voted unanimously to go out of the storage business and not qualify under the law as public elevators and warehouses.

The Grain Dealers generally throughout the State are taking this action for the reason that there is no money to be made by them in the storage of grain for the producers, and the law brings complications and embarrassments in the way of technical reports, accounting, etc., that no one seems to be justified in

assuming in addition to the loss of money incident to the business.

It is to be hoped that all the Grain Dealers in the State who have been storing grain for their customers will speedily reach the same conclusion that was reached by those in attendance upon the meeting here today.—Respectfully, Chas. B. Riley, Sec'y, Indianapolis, Ind.

PROTECTION FOR SHIPPERS FROM BLUNDERING RATE QUOTERS.

Grain Dealers Journal: Referring to your editorial in April 25th number on "Protection Needed from Freight Officials' Blunders," we are glad to believe that the errors complained of are due more to blundering than to scheming inclinations.

We have found railroad officials, as a rule, very accommodating and we believe their intention is to give correct information; but there are a great many exceptions to the correctness of their quotations on rates. The laws as construed by the highest courts work great hardships on honest, innocent shippers and consignees, and show a strange disregard for all principles of fairness and equity.

We submit that the honest user of a misquoted rate should not be made to lose thereby; that the innocent should not be made to suffer in order to prevent the escape of some offender; that it is unfair to presume that shippers should understand the tariffs, when the railroad officials frequently interpret them differently, especially when, as is often the case, shippers cannot get access to the tariffs. Many shippers are not good rate men, and depend on agents quotations for rates. Anybody has the right to ship any commodity that can be handled lawfully. Some could study a tariff for months and be unable to determine what a rate should be, or the correctness of one quoted.

We ship a great many oats to the Southeast and tariffs covering this business are not posted in the freight office here. Sometimes we cannot get tariffs from lines beyond river points. Last June we asked for a copy of S. E. Basis Book No. 4 and were advised "Issue exhausted." None received yet. Had to take our chances on quotations from agent here, and Commercial Agents of S. E. Lines.

Have asked tariff makers for information. They answer "We do not interpret rates." The I. C. C. say they do not give information on "hypothetical cases." Must get into trouble before you can learn the extent of your loss. We all know the object of the law is to prevent rebates and discriminations in any form. This is right and should be done in some way without punishing the shipper who wants to do the right thing.

"Thou shalt not kill" is a good commandment, but the man who does not violate it is not, or should not be penalized. We understand that ignorance of law excuses none, but in these cases it's the other fellow's ignorance. It's the railroad's business and we pay the freight. They should understand their business and be able to quote correct rates. We are responsible for our errors. They should be for theirs. The idea is—punish the violator.

With this idea before us our plan would be: Shippers should, in order to get protection, make written applications for rates, on blanks to be furnished by the railroads. All agents should be required by law to make quotations in writ-

ing in reasonable time, referring to such inquiries. All lines or systems should be required to establish and maintain, in such numbers and at such points as would be easily accessible and sufficient for the business reasonably expected; bureaus of information, or General Rate Offices (call them what you please), whose duty it shall be to quote rates by wire on inquiries from agents on all commodities, C. L. and L. C. L. between all points on their respective lines and points on all other lines, both intra and interstate. Rates, thus quoted, to be binding on carriers. Then let the State and National laws prescribe penalties for misquotations.

That the Tariffs could be greatly simplified is patent to any one who studies them. All roads should be compelled to do business with each other on interstate business as they are on intrastate shipments, where R. R. Commissions govern. The U. S. could be divided into certain zones or groups and rates fixed between all. Then the tariffs and forms of tariffs should be more permanent. By the time one gets acquainted with one style, the whole thing is changed and we have to study it all over again. These things ought to be and will be—sometime.—Yours truly, Hughes & McCoy, Howe, Tex.

STORING GRAIN FOR THE FARMER.

Grain Dealers Journal: Who is storing grain for the farmer, after so much is said against it at grain dealers' conventions and in grain journals? Almost every elevator man is doing it. Why? We go home from convention, determined not to store another bushel of grain either free of charge or for pay. The following year we do the same thing again.

There are two reasons for this first, because our competitor is doing it, and second, because most of us have not backbone enough to say to the farmer: "I will not do it!"

Have you ever made anything by doing it? Figure your room, insurance and shrinkage and you will find that the usual storage charge of $\frac{1}{4}$ or $\frac{1}{2}$ ¢ per bushel for each month is not enough. Two years ago, when the price of oats went up after harvest, you shipped your own oats to provide room for the farmers' oats. He made 10 to 15¢ on his oats and yours were gone.

Last year you took the damp oats in as No. 3; kept them in the house all winter, and shipped them out in the spring. And what did you ship out? A lot of musty, bin-burned stuff, that nobody wanted. You were discounted from 3 to 7¢ or probably more per bushel. Who stands this loss? You will have to stand it. You ask Mr. Farmer to shoulder this loss and he will show more backbone than you did last harvest. He will say "No!"

What will you do next harvest; will you have learned a lesson? Some elevator men store corn and oats, ship the grain out and take the risk on it, or buy it back on the board of trade. One year they make money, the next year they go to the wall, and the farmer instead of blaming himself for the loss of his grain or money, says, "He speculated." Yes, but Mr. Farmer forced him to do it.

Reasoning with the farmer or grain man to quit does not help. The only thing that will stop this dishonest business is to enact a law providing for fine and imprisonment for selling stored grain.—Felix.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

Zealandia, Sask., April 25.—About 10% of the wheat and 25% of flax yet in farmer's hands. Seeding in full blast, ground in good condition, and excellent prospects for good crops. Flax acreage decreased 50%, and about 25% more sown to wheat.—J. L. Douglas, formerly agt., Goose Lake Grain & Lbr. Co.

Toronto, Ont., April.—Much of new wheat entered winter rather below the usual height, owing to late planting as a result of the delayed harvesting and the general wet weather prevailing during the season; light covering of snow during the winter. Notwithstanding these drawbacks the comparatively mild temperature kept crop from serious injury, more damage being done by floods on low fields than from any other cause; present outlook for fall wheat is on the whole favorable.—Ontario Dept. of Agriculture.

ILLINOIS.

Long Point, Ill., Apr. 29.—About 40% of corn and 20% of oats left in farmers hands.—B. F. Colehower.

Mazon, Ill., Apr. 30.—About 70% of the corn and 40% of the oats left in farmers hands.—T. E. Kelly.

Verona, Ill., April 30.—About 60% of the corn and 5% of the oats left in farmers hands.—W. C. Walsh.

Tonica, Ill., Apr. 28.—About 60% of the corn still in farmers hands; nothing moving now.—W. J. Matern.

Frankfort, Ill., May 7.—Farmers busy planting corn; oats just coming out of ground.—H. F. Stelwagen.

Wenona, Ill., Apr. 28.—About 50% of the corn and 15% of the oats left in farmers hands.—Taggart & Stotler.

Lostant, Ill., Apr. 28.—About 50% of the corn and 25% of the oats left in farmers hands.—H. C. Vollmer & Co.

Bucks Road, Bloomington p. o., Ill., May 7.—About 40% of the corn and oats left in farmers hands.—Puett & Arnold.

Illipolis, Ill., May 10.—About 35% of the corn and 5% of the oats left in farmers hands.—Mansfield-Ford Grain Co.

Dana, Ill., Apr. 29.—Oats about all gone; 50% of corn left in farmers hands; nothing moving now.—C. G. Sauer & Son.

Lilly, Ill., May 8.—About 35% of the corn and 20% of the oats left in farmers hands.—Walker, Viemont & Sparks.

Wapella, Ill., May 7.—About 50% of the corn left in farmers hands. Nothing moving now.—J. M. Greene & Son.

Harristown, Ill., May 10.—About 40% of the old corn left in farmers hands. Growing oats need rain.—Beall Grain Co.

Niantic, Ill., May 10.—About 60% of the corn left in farmers hands.—G. W. Morrison, mgr. Niantic Farmers' Elvtr. Co.

Ransom, Ill., Apr. 30.—About 75% of the corn and 30% of the oats left in farmers hands.—P. C. Allen, mgr. Farmers Elvtr. Co.

Kinsman, Ill., Apr. 30.—About 60% of the corn and 25% of the oats left in farmers hands. Nothing moving now.—Thos. Ryan & Son.

Maroa, Ill., May 6.—About 40% of the corn and 25% of the oats left in farmers hands.—C. W. Cooper, mgr. Shellabarge Elvtr. Co.

Deer Grove, Ill., Apr. 25.—About 35% of the corn and 15% of the oats left in farmers hands.—Bert Beach, mgr. Neola Elvtr. Co.

Walnut, Ill., Apr. 25.—About 50% of the corn and 25% of the oats left in farmers hands.—S. P. Cunningham, mgr. Walnut Grain Co.

Heyworth, Ill., May 7.—About 30% of the corn and 20% of the oats left in farmers hands.—Wm. Zierfuss, mgr. Ike Livingston Grain Co.

Tonica, Ill., Apr. 28.—About 10% of the oats left in farmers hands; oats growing slowly; need rain and warmer weather.—W. E. Kreider.

Danvers, Ill., May 8.—About 50% of the corn and 10% of the oats left in farmers hands.—Jesse Simpson mgr. Danvers Farmers Elvtr. Co.

Ohio, Ill., Apr. 25.—About 5% of the corn and oats left in farmers hands; nothing moving now.—A. J. Anderson, mgr. Ohio Elvtr. Co.

Walnut Wood, no p. o., Ill., May 7.—About 10% of the corn and 50% of the oats left in farmers hands.—Mackinaw Grain & Stock Co.

Wenona, Ill., Apr. 28.—Growing oats need rain badly; no corn or oats moving to market now; expect good movement during summer.—W. H. Tallyn.

Mackinaw, Ill., May 8.—About 35% of the corn and 10% of the oats left in farmers hands.—Thos. Blair, mgr. Mackinaw Grain & Stock Co.

Ancona, Ill., Apr. 29.—About half of the corn left in farmers hands; movement heavy for a few days; need rain for growing oats.—Miller & Clark.

Mendota, Ill., Apr. 26.—About 60% of the corn and 25% of the oats left in farmers hands.—J. D. Bartle, mgr. Mendota Farmers Elvtr. & Supply Co.

Minonk, Ill., Apr. 29.—About 50% of the corn and 10% of the oats left in farmers hands.—Clarence Lowe, mgr. Minonk Farmers Elvtr. & Supply Co.

Culton sta., Mendota p. o., Ill., Apr. 26.—Oats sowing done; farmers preparing for corn planting; about 35% of the old corn left in farmers hands.—W. H. Marks.

Bolton, Ill., May 5.—Crops doing nicely; oats all in; doing well; little corn planted yet; been dry but light rain today; good prospects.—C. E. Kyle, for Edwin Burt.

Altmar sta., Streator p. o., Ill., May 6.—Oats looking fine; ground being prepared for corn planting; in good shape; planting will be general next week.—T. M. Hoarty.

Burgess, Ill., May 2.—Farmers busy plowing for corn; all oats sown; need good rain as wind is drying ground fast; oats coming up uneven.—J. C. Boyer, Center Lbr. Co.

Niantic, Ill., May 10.—About 20% of the oats left in farmers hands. Some fields new oats looking bad account poor stand. Other fields need rain badly.—Delaney & Delaney.

Rutland, Ill., Apr. 28.—About 70% of the corn left in farmers hands. Oats need rain; no corn moving; receiving few stray loads of oats.—L. E. Ingram, mgr. Rutland Farmers Grain & Supply Co.

Dwight, Ill., May 6.—Good movement of corn and oats; farmers selling quite freely; stopped delivery for planting now but will sell again after corn is in; had good rain the 5th.—Harrison Bros.

Forrest, Ill., Apr. 25.—A good deal of grain moving at present; farmers show a desire to sell. Oats and wheat look fine; farmers getting ready to plant corn.—D. T. Crumbaker, mgr. Healy Grain Co.

Prophetstown, Ill., Apr. 25.—About 40% of the corn and 35% of the oats left in farmers hands; nothing moving now; may have small movement of corn after planting if price is 50c.—J. E. Frary & Son.

Akron, Ill., Apr. 28.—Little wheat in this section; 1/2 of land sown in oats; balance will be corn; oats practically all gone and not over 10% of corn in farmers hands.—A. C. Parks, agt. S. C. Bartlett & Co.

Belleflower, Ill., May 2.—Weather and conditions excellent for the preparation of corn ground; farmers busily engaged; outlook for oats fine; no damage as yet in sight.—Clarence W. Johnson, mgr. W. T. Bradbury Co.

Minonk, Ill., Apr. 29.—A good deal of corn coming to market; quality poor on

account of replanting last spring; light weight. Farmers will prepare for corn planting; movement of all grain will stop in a few days.—S.

Buffalo Hart, Ill., May 8.—Farmers thru sowing oats; coming up fine. Wheat looks good; has good growth; weather fine. Farmers busy in fields; getting ready for corn planting; quite a lot of corn moved in April; not a great deal more to market.—J. E. Sullivan, mgr. Central Ill. Grain Co.

Decatur, Ill., May 8.—Between Decatur and Mackinaw farmers are all exceptionally busy. Corn ground 80% prepared for planting; planting general; ground in fine shape; acreage will be about the same as last year with a slightly increasing tendency. Oats in good condition but need rain every few days. Clover fields are finest for years; few fields of alfalfa also looking fine. Grain men doing nothing; no grain of any kind coming in; expect movement as soon as corn planting is done.—S.

INDIANA.

Lochiel sta., Fowler p. o., Ind., May 7.—About 30% of the corn and 20% of the oats left in farmers hands.—J. A. Stone mgr. Farmers Elvtr. Co.

LaFayette, Ind., May 1.—The oats acreage is reported as being extra large because of the small wheat acreage, only 60% of a normal acreage of wheat is planted, farmers having become discouraged by the poor crop of the last two seasons. Fully 65 to 70% of the spring plowing for corn ground is done. The condition of the oats is placed at 100%. Corn planting is just beginning.—S.

IOWA.

Honey Creek, Ia., May 6.—Grain prospects fine.—S. B.

Davis City, Ia., May 1.—Lots of corn in farmers hands; will be moved after corn planting.—Davis City Elvtr. Co.

Wellsburg, Ia., May 6.—Grain not moving very fast; farmers want to plant corn.—Farmers Elvtr. Co., J. A. Fonken, mgr.

Cotter, Ia., Apr. 30.—All oats sown; look good; need rain; most ground plowed for corn; a little planted.—Geo. B. Staff & Son.

Diagonal, Ia., May 2.—Wheat and oats good; ground in fine shape for corn planting; some planting done; need rain.—A. Bailey.

Dawson, Ia., May 9.—Business dull at present, due to spring work; farmers are demanding 32c for oats and 50c for corn.—R. S. Witter.

Chapin, Ia., Apr. 30.—Oats seeding done; ground in fine condition; weather warm; small per cent of crop in farmers hands.—O. E. Gridley, mgr. Bowles-Billing Grain Co.

Terrill, Ia., May 7.—Most of the seeding done; oats up and looking well; little wheat sown owing to late spring; little plowing done for corn; 10% of oats in farmers hands.—DeWolf Wells.

Marcus, Ia., May 6.—Farmers thru with small grain; plowing for corn; no grain moving till after planting; no oats to move, being fed to biggest pig crop in years; some corn left.—Edmonds-Londergan Co.

Bennett, Ia., May 5.—Prospects were never better for good crops in all grains. Ground was just dry enough to allow a perfect working of the soil and planting of grain, and recent rains have added just enough moisture. About 30% of the corn

DAILY CLOSING PRICES.

The closing prices of wheat and corn for July delivery at the following markets for the past two weeks have been as follows:

JULY WHEAT.

	Apr. 25.	Apr. 26.	Apr. 28.	Apr. 29.	Apr. 30.	May 1.	May 2.	May 3.	May 5.	May 6.	May 7.	May 8.	May 9.
Chicago	92½	91½	92½	92½	92½	91½	91½	91	90½	89½	89½	89	89½
Minneapolis ..	91½	91	91½	91½	91½	90½	90½	90	89½	88½	88½	88½	88½
Duluth	92½	92½	92½	92½	92½	91½	91½	91½	90½	89½	89½	89½	90
St. Louis	90	89½	90½	90	90	89½	89½	88½	88½	86½	86½	86½	87
Kansas City ..	86¼	85¾	86¾	86	86¼	85½	85½	85	84¼	83	83½	82¾	83½
Milwaukee	91½	91¼	91¾	91½	91½	90¾	90¾	90¼	89¾	88¾	88¾	88¾	88¾
Toledo	94¼	93¾	94	93¾	94	93½	93¼	92¾	92¼	91½	91	90¾	91¼
New York	100½	99¾	100¾	100¾	100¼	99¾	99¾	99½	98½	97½	97½	96¾	97¾
*Baltimore	110½	110	110½	110½	110¼	110	110	110	109½	109	109	108¾	109¾
Winnipeg	95	94¾	95¾	94¾	94¾	94¼	94¼	94¼	93¾	93¾	93¾	93¾	93¾
Liverpool	109¾	108¾	109¼	109¾	108¾	108¾	107¾	108	108	107¼	106¾	107¼	107¾
*Budapest	129¾	129¾	130	131¾	131¾	.....	130¾	130¾	130¾	129¾	129¾	129¾	128¾

JULY CORN.

	Apr. 25.	Apr. 26.	Apr. 28.	Apr. 29.	Apr. 30.	May 1.	May 2.	May 3.	May 5.	May 6.	May 7.	May 8.	May 9.
Chicago	55½	55½	55½	55½	56½	56	56	55½	55½	55	55½	55½	56
Kansas City ..	54¾	54½	55¼	55½	55½	55¾	55¾	55½	55½	54¾	55	55¾	55¾
St. Louis	55½	55½	55½	55½	56	55¾	55¾	55½	55½	55	55½	56	56¼
†Baltimore	58¾	58½	58¾	58¾	59¼	59¼	59	59	58½	58	58¼	58¼	59
Liverpool	69½	69½	69½	69½	69½	68¾	68½	68½	68½	68½	68	68½	67¾

*No. 2 red. †Current month. *October delivery.

and oats and 10% barley yet in farmers hands. Acreage in corn and barley same as last year. Farmers are cheerful, and buying automobiles.—John Dammann, of John Dammann & Co.

KANSAS.

Wakeeney, Kan., May 3.—Crops very poor.—F. D. Hastings.

Scottsville, Kan., May 1.—Wheat prospects good.—F. M. McCauley.

Lamont, Kan., May 3.—Looks like an average crop; mostly wheat.—R. L. Albertson.

Lewis, Kan., May 3.—Good prospects for wheat in Edwards County.—Rock Mill & Elvtr. Co.

Kiowa, Kan., May 7.—Plenty of rain at present; expect heavy crop of oats and wheat.—C. R. Dixon.

Wagstaff, Kan., Apr. 30.—Most wheat looks good; lots of bugs here; need rain to check them.—Wagstaff Merc. Co.

Brewster, Kan., Apr. 29.—Acreage sown to small grain about same as last year; 30% of growing wheat is 30 days ahead of last year; 40% the same; too early to tell whether the balance will be plowed up and planted to corn.—J. D. Jacob.

Bell Plaine, Kan., May 7.—Good soaking rain all over southern Kansas; was timely and good. Wheat practically perfect; oats looking good. Corn all planted and coming up nicely; alfalfa did not look better. Crop prospects are ideal.—Knox & Downs.

McPherson, Kan., Apr. 25.—Wheat and oats doing fine; had timely rains; corn planting will commence May 1; farmers marketing corn freely at 50c to 52c; oats at 32c to 34c and wheat at 80c to 82c. Has been a fairly good year for elvtr. men.—F. P. Hawthorne.

Partridge, Kan., May 5.—Largest acreage of wheat ever sown; condition perfect; just enjoying 4 ins. of rain; wheat stand heavy; none winter killed. A little less corn planted than last year; ground in fine condition; look for good stand; little barley and few oats sown. Some wheat and corn still in farmers hands.—Joe Clark.

KENTUCKY.

Ashland, Ky., Apr. 28.—About 30,000 bus. of corn in this vicinity; little wheat, oats or money.—J. S. Stevens & Co.

Fordsville, Ky., Apr. 28.—Wheat looking well; small acreage; none plowed up. Oats acreage fair; no wheat, some corn in farmers hands; moving slowly.—J. S. Reynolds.

MICHIGAN.

Blissfield, Mich., May 7.—Wheat best in years.—H. J. Luce, mgr. Blissfield Mlg. Co.

Capac, Mich., May 6.—Grain not moving very briskly; little back to move until new crop is harvested.—H. P. Stoughton.

Lansing, Mich., May 7.—Wheat condition 83%; compared with 82% April 1; wheat winter killed 4%; damage by Hessian fly 5%; wheat suitable for milling and shipping practically all marketed. Rye condition 87% compared with 81% one year ago. Oats acreage sown 99%.—Frederick C. Martindale, sec'y of State.

MINNESOTA.

Cobden, Minn., Apr. 30.—Crop prospects fine; all seeding done.—A. Newdall.

Donnelly, Minn., May 5.—Crop prospects good.—F. J. McLaughlin, mgr. Donnelly Elvtr. Co.

Comstock, Minn., May 5.—Grain being sown; soil in good condition; acreage about same as last year.—H. H. Harvey.

Chandler, Minn., May 1.—Seeding about 80% done; ground in fine shape; early seeding coming fine.—Farmers Elvtr. Co.

Westport, Minn., May 3.—Seeding nearly all finished; early sown grain looking fine; plenty of rain; 85% of old crop marketed.—O. E. Krueger, agt. Monarch Elvtr. Co.

Clear Lake, Minn., May 2.—Fall rye looking good; oats practically all seeded; corn planting will commence next week.—Henry Goenner, prop. Clear Lake Elvtr.

Callaway, Minn., May 1.—Season late; little plowing done; will be a reduction in wheat acreage; other crops about the same; weather cold; little grain sown.—Phipps Grain Co.

Carver, Minn., Apr. 30.—Farmers not seeding as much wheat as they used to; planting more corn and oats on account of hogs and dairy business. Wheat up; looks as well as I have ever seen it since 1896; have handled 80,000 bus. of wheat and 10,000 bus. of rye and are doing well.—A. G. Anderson, mgr. Carver Elvtr. Co.

Minneapolis, Minn., Apr. 26.—Farm work in the Northwest has been going forward rapidly; rain stopped operations for two or three days only; soil conditions, as to moisture, generally favorable; some low ground in North Dakota too wet to work well. In southern half of spring wheat belt seeding of wheat is practically completed; oats seeding well along and barley seeding started; some early-sown grain up. In northern half of belt about 25 to 30% of the wheat is in; not more than 35 to 40% of the usual amount of plowing was done last fall and progress is slow. In western North Dakota a large acreage of wheat will be disced in.—The Van Dusen Harrington Co.

MISSOURI.

Glasgow, Mo., Apr. 30.—Crop prospects never better; wheat plant well advanced; bids fair to be a bumper crop.—Glasgow Mlg. Co.

Fairfax, Mo., May 5.—Corn planting will begin at once under most favorable conditions; ground fine; 60 to 75,000 bus. of in farmers hands; wheat looking fine; prospects indicate a carload from every 40 acres.—J. O. McClintock, prop. Fairfax Elvtr.

Higginsville, Mo., May 10.—Prospects for bumper wheat crop have never been exceeded within past 20 years.—E. W. Kruse.

Columbia, Mo., May 3.—Farming conditions thruout the state favorable; 48% of corn land plowed; compared with 26% plowed at this time last year; soil condition 91% against 75% a year ago; 14% of crop planted compared with 3.5% planted at this time in 1912. Where corn is up, good stand is reported; estimated acreage 7,611,000 acres. Wheat condition 98% compared with 96.6% one month ago and 65% a year ago; cinch bugs reported in western border counties; abandoned acreage 1% against 26% a year ago. Oats went in late; only 96% seeded to date; acreage estimated at 97%.—T. C. Wilson, sec'y State Board of Agriculture.

Kansas City, Mo., May 1.—Wheat condition is 95.2% on the standing acreage, using 19 bus. as 100%. The indicated yield, on the 7,156,776 acres standing, is about 18.1 bus. per acre; sufficient moisture over all the western part of the State to take care of the growing plant until the middle of May. The big Central belt, where wheat is thickest on the ground, will need moisture before that time; plant is earlier than usual over large producing area; report issued May 28th, 1912, indicated 92,000,000 bus. on a standing acreage of 5,863,000, and our estimate of the final yield, basis actual threshing returns last year, was 95,000,000 bus. We can lose 20% of this year's prospective crop and still harvest more than 100,000,000 bus.—Allen Logan.

MONTANA.

Great Falls, Mont., May 5.—Crops look good; wheat could not be beat.—J. L. Monda.

Spion Kop, Mont., May 7.—Spring wheat acreage reduced 75%; oats acreage trebled. Seeding well advanced; winter wheat in good condition. Much new land being broken.—Ira I. Walker.

NEBRASKA.

Hastings, Neb., May 9.—Wheat never looked better.—L. J. Herring.

Atlanta, Neb., Apr. 24.—Fall wheat looking fine; just had 3 ins. of rain.—Chas. W. Wood.

Bee, Neb., Apr. 29.—Wheat looks better than in last five years.—F. A. Engler, agt. Updike Grain Co.

Bruno, Neb., Apr. 24.—Fall wheat, spring wheat and oats good; promise 100%.—V. A. Proskover, agt. Nye Schneider Fowler Co.

Powell, Neb., Apr. 23.—Wheat never better; prospects for good all around crop never better; rain today.—C. W. Samms, mgr. Lincoln Grain Co.

Hallam, Neb., May 6.—Wheat prospects fine; 10% of last year's crop in farmers hands; corn mostly sold to breeders; ground in fine condition for planting.—Wm. Burk.

Sunol, Neb., Apr. 26.—Winter wheat looking better than at this time last year; spring wheat acreage 25% more than last year; some farmers thru sowing wheat.—L. F. Demers.

Sweetwater, Neb., Apr. 28.—Wheat prospects fine; condition perfect; little of old crop left in farmers hands; shipping in corn and oats at every station. Had 2 ins. of rain last week.—Highland Bros.

Fairbury, Neb., Apr. 28.—Wheat prospects perfect; acreage normal; none abandoned. Oats all sown and coming up nicely; decreased acreage; corn planting will begin May 1; ground in good condition; plenty of moisture.—O. Vanier.

Milligan, Neb., May 5.—Plenty of moisture; wheat outlook best for years; large acreage and almost perfect condition. Oats doing nicely; bumper crop prospects. Short corn crop last year; scarcely any shipped out; heavy movement of wheat during past two weeks; trade dull now; 25% of wheat remains.—W. D. Russell, agt. Lincoln Grain Co.

NORTH DAKOTA.

Stanley, N. D., May 8.—Wheat seeding nearly completed; soil in fine condition; considerable grain disced in.—N. G. Nelson, mgr. Nelson Grain Co.

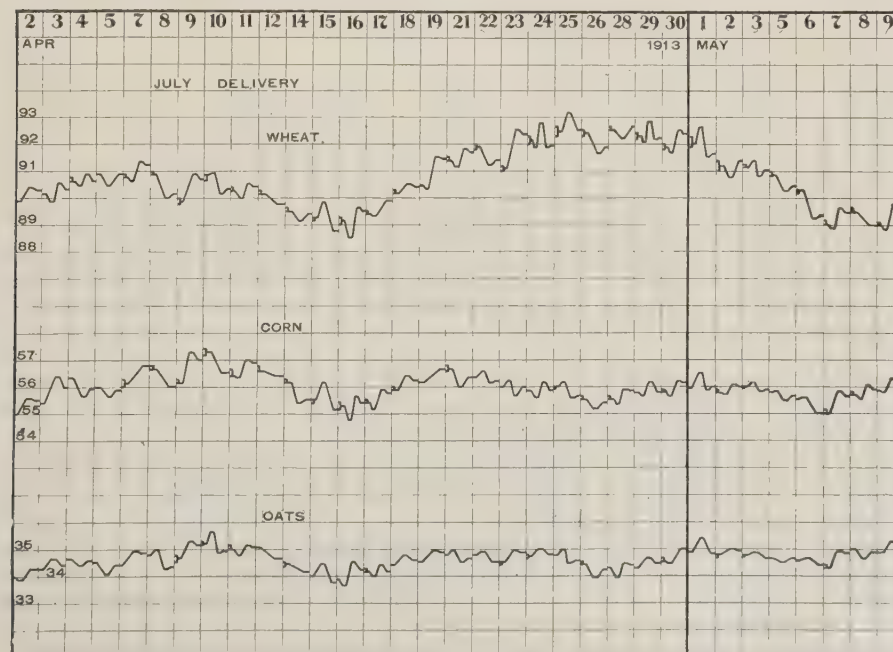
Richardton, N. D., May 7.—Seeding about 75% finished; weather unfavorable; too cold for sown grain to make headway; 10% of last year's crops to be marketed.—Farmers Elvtr. Co.

Ross, N. D., Apr. 30.—About 250,000 bus. have been bot at this station this season and we expect to handle considerable more before the new crop comes in.—Henry C. Thune, agt. Victoria Elvtr. Co.

Sawyer, N. D., Apr. 24.—Spring work backward; farmers just beginning to get into field; no plowing done last fall; 75% of flax left over winter; much deteriorated; will yield little; poor quality.—P. Martens, Jr.

Chicago Futures

Opening, high, low and close on wheat, corn and oats at Chicago for two weeks are given below. For complete collection of similar charts back ten years see The Journal's Chart Book.



New England, N. D., May 3.—About 75% of grain seeded; ground in fine shape; little plowing done last fall and large acreage will be disced in; good prospects for crops.—J. C. Ireland, mgr. New England Equity Exchange.

OHIO.

Marietta, O., May 1.—Coming crop looks fine.—Phoenix Mill Co.

Nova, O., May 8.—Good prospects for wheat.—E. E. Miller & Co.

Gallipolis, O.,—Wheat crop in Kanawha and Ohio valley was damaged 25% by flood.—Gallia Coal & Brokerage Co.

Oak Harbor, O., May 8.—Winter wheat fine; oats all seeded; every indication of good crop; farmers getting ready for corn planting.—Emery Thierwechter Co.

Lynchburg, O., May 6.—Growing wheat in better condition than for several seasons past; looks like full crop; no old corn for sale; farmers buying instead.—W. A. West, supt. Dewey Bros. Co.

Alexandria, O., Apr. 29.—Wheat acreage about average; condition 100% against 20% last year. No wheat stored; small amount of corn, about 25% of 1912 crop. Few oats grown here; planting late.—P. M. Ashbrook.

Columbus, O., May 1.—Present wheat prospects flattering; condition of growing plant, 93%, against 44% one year ago; little wheat damaged by floods. Spring barley acreage sown, 91%; winter barley condition, 89%; total area sown last fall, 24%; this spring, 76%. Rye condition, 93%. Oats acreage 87%; estimated acreage 1,615,151 acres, compared with 1,865,449 acres in 1912; seeding late on account wet weather. Corn plowing in progress; rain needed.—Ohio Dept. of Agriculture.

OKLAHOMA.

Sooner, no n. o., Okla., May 3.—Expect good crop here this season.—H. Bennett.

Hollister, Okla., May 7.—Grain looks promising; needs rain.—John W. Farrington.

Heman, Okla., May 6.—Crop prospects good up to now; but we need rain badly.—Thos. Murren.

Hennessey, Okla., May 2.—Prospects for good wheat and oats crop never better; beginning to need rain.—R. H. Grimes.

North Enid, Okla., May 4.—We are having finest rain of season, which is great help to crop, especially to wheat.—G. G. Black.

Foraker, Okla., May 7.—No grain in county now; shipping in corn and kafir; corn prospects good.—D. C. Edwards, Edwards Elevtr. Co.

Hillsdale, Okla., May 3.—Crop conditions good; need rain; old wheat about all gone; corn all out; harvest will begin in from 40 to 50 days.—G. C. Rhodes, agt. Choctaw Grain Co.

Cherokee, Okla., May 3.—Wheat conditions in this part of the country are beginning to get serious; must have rain if we are to have any wheat; is terribly hurt now. Little corn will be planted.—F. A. Hague, mgr. Farmers Federation, Int.

Welch, Okla., May 8.—Chinch bugs damaging wheat; some being plowed up; bugs also working on oats. Corn all planted and a good portion of it up and looking good.—J. R. Brookshire.

Cherokee, Okla., May 5.—Wheat average 60%; too dry; may average a little more with plenty of moisture; oats acreage 90%; condition about same; practically no grain in farmers hands.—J. F. Hunzinger.

SOUTH DAKOTA.

Bruce, S. D., May 4.—Small grain coming fine.—F. F. Ribstein Grain Co.

Chancellor, S. D., May 6.—Crop prospects good; 30% of corn and oats held for higher prices.—F. J. Meier.

Crocker, S. D., May 2.—Crop prospects looking good; wheat all up.—O. G. Haugin, mgr. Farmers Elevtr. Co.

Canton, S. D., Apr. 30.—Small grain coming nicely; soil in good condition; season a little late.—W. C. Gemmill.

Diagonal, Ia., May 2.—Wheat and oats good; ground in fine shape for corn planting; some planting done; need rain.—A. Bailey.

Hartford, S. D., May 3.—Prospects for a crop the finest ever.—I. S. Henjum, sec'y National Ass'n of Mgrs. of Farmers Co-operative Companies.

Butler, S. D., May 1.—Small grain about all sown; ground dry; high winds sapping all water left; need lots of moisture to produce crop this year.—J. L. Barry.

Mt. Vernon, S. D., May 6.—Small grain all seeded; farmers busy plowing for corn; ground in good shape; ample moisture; 15% of wheat, 20% of corn in farmers hands.—H. E. Reed.

Doland, S. D., May 6.—Wheat up; splendid prospects; plenty of moisture; acreage about same as last year. Farmers will raise considerable corn.—W. T. Giese, mgr. Farmers Elevtr. Co.

Davis, S. D., May 2.—Crops look fine; farmers thru seeding and plowing for corn; not much grain moving; about 50% of corn and oats left in farmers hands.—John R. Ellis, mgr. Farmers Elevtr. Co.

Woonsocket, S. D., May 7.—Best crop prospects this spring; plenty of moisture; cool weather; good stand of grain; looking excellent. Farmers will plant corn soon.—H. D. Reed, agt. South Dakota Grain Co.

TEXAS.

Crawford, Tex., May 1.—Wheat, with another rain in 10 days, will make 20 bus. to acre; oats 40 to 60 bus.; corn backward on account of cool nights. Some complaint of smut in oats.—M. Marks.

GOVERNMENT CROP REPORT.

Washington, D. C., May 8.—The Crop Reporting Board of the Bureau of Statistics of the U. S. Dept. of Agriculture estimates the area of winter wheat to be harvested was about 30,938,000 acres on May 1 or 4.5%, 1,449,000 acres less than the area planted last autumn, but 16.4%, 4,367,000

acres, more than the area harvested last year, viz., 26,571,000 acres.

The average condition of winter wheat on May 1 was 91.9, compared with 91.6 on April 1, 79.7 on May 1, 1912, and 85.6, the average for the past ten years on May 1.

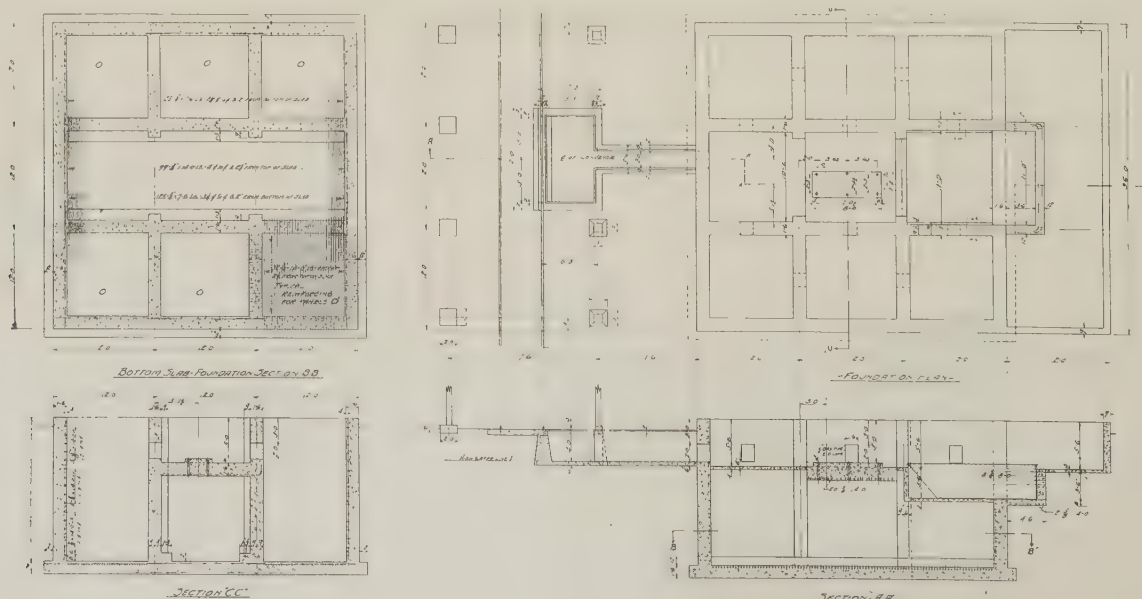
A condition of 91.9 on May 1 is indicative of a yield per acre of approximately 16.6 bus., assuming average variations to prevail thereafter. On the estimated area to be harvested, 16.6 bus. per acre would produce 513,571,000 bus., or 28.4% more than in 1912, 19.3% more than in 1911, and 18.3% more than in 1910.

The average condition of rye on May 1 was 91.0, compared with 89.3 on Apr. 1, 87.5 on May 1, 1912, and 89.6, the average for the past ten years on May 1. Details for winter wheat and rye states follow:

WINTER WHEAT.			RYE.		
	Per Cent	Acres	Cond.	Cond.	
	aband.	to be harv.	May 1, '13	May 1, '12	
Kan.	6.0	6,655,000	91	80	95 88
Neb.	2.0	3,124,000	97	85	96 92
Ill.	2.0	2,244,000	94	52	93 77
Mo.	1.5	2,315,000	95	72	95 83
Ind.	3.5	2,137,000	91	52	92 75
Ohio	3.3	1,907,000	91	53	92 75
Okla.	7.0	1,638,000	89	87	87 90
Penn.	3.0	1,286,000	94	89	94 88
Wash.	5.6	1,074,000	95	95	95 95
Mich.	4.5	831,000	83	64	86 79
Ky.	5.0	718,000	91	76	90 79
Va.	1.8	740,000	95	92	94 93
Tex.	11.0	675,000	78	93	71 94
Tenn.	3.2	684,000	92	85	89 86
Ore.	5.0	542,000	92	100	95 98
N. C.	2.5	603,000	93	91	93 90
Md.	1.8	607,000	95	93	95 92
Cal.	30.0	273,000	62	77	81 90
N. Y.	2.0	335,000	92	83	90 88
Ia.	5.0	331,000	95	96	93 98
Iowa	3.5	334,000	93	84	94 91
Mont.	7.0	518,000	92	95	94 96
W. Va.	3.3	231,000	92	90	92 92
Colo.	5.1	211,000	94	88	92 90
Utah	8.5	170,000	90	95	89 95
Ga.	3.0	142,000	89	85	91 87
Del.	2.7	113,000	95	91	94 90
Ark.	2.4	101,000	95	81	90 86
Wis.	4.6	87,000	89	89	91 91
N. J.	4.0	80,000	95	88	96 91
S. C.	4.0	79,000	84	84	87 85
N. M.	14.2	39,000	85	83	83 ..
Ala.	4.3	32,000	90	83	90 85
Wyo.	4.6	32,000	97	92	97 96
Ariz.	5.0	27,000	90	96	.. ..
Nev.	13.3	14,000	90	94	95 ..
Miss.	2.5	9,000	90	83	.. ..
Minn. ....	..	..	..	..	90 94
N. D. ....	..	..	..	..	91 88
S. D. ....	..	..	..	..	89 94
Conn. ....	..	..	..	..	96 92
Mass. ....	..	..	..	..	93 94
Vt. ....	..	..	..	..	91 90
U. S.	4.5	30,938,000	91	79	91 87

Of spring plowing 67.2% was completed up to May 1, compared with 52.8% on May 1, 1912, and a ten-year average on May 1 of 65.7.

Of spring planting 57.0% was completed up to May 1, compared with 48.9% on May 1, 1912, and a seven-year average on May 1 of 54.3.



Foundation Plan and Details of Concrete Construction—Schultz, Baujan Co.'s Elevator at Beardstown, Ill.

WASHINGTON.

Colton, Wash., May 3.—Considerable re-seeding done; spring unusually late and cold; wheat backward; weeds doing fine.—R. E. Clouse.

Johnson, Wash., May 5.—Wheat, oats and barley main crops; winter wheat fairly good; good stand but small; spring crops all late; oats not more than half sown; season cold and backward on account of excessive snow in mountains; nearly all grain sold and shipped out.—A. O. White, secy. Johnson Union Warehouse Co.

UNDERWOOD TARIFF BILL Passes House.

On May 8 the House of Representatives passed the Underwood tariff bill by a vote of 281 to 139. The bill was passed practically as it came from the Ways and Means Com'te and in the form approved by President Wilson. The Democrats, with their overwhelming majority in the House, voted down every attempt on the part of the Republicans and Progressives to amend the bill.

Upon its arrival in the Senate the Democrats expected to refer the bill to the Finance Com'te without instructions. However, with the aid of five Democratic votes, the Republicans had the bill sent to the Finance Com'te with instructions to hold public hearings. The Democrats forced an immediate adjournment, and the leaders hope that before the Senate reconvenes on May 11 they will be able to persuade dissenting Democrats to vote with their party. However, many of the Democrats seem to favor the holding of public hearings by the Com'te, and the Republicans are confident that they will succeed in giving the various interests affected by the tariff changes an opportunity to state their case to the Com'te before final action is taken.

SCHULTZ, BAUJAN CO.'S Concrete Elevator at Beardstown, Ill.

The Schultz, Baujan Co. elevator, shown in the plans illustrated herewith, is this company's second house at Beardstown, Ill., its headquarters.

Beardstown is situated on the Illinois river in the west central part of Illinois. It is on the St. Louis-Minneapolis line of the C. B. & Q. Ry. and is one of the western termini of the B. & O. S. W. Ry. Transportation facilities are, therefore, good.

The elevator is made of concrete from foundation to cupola, with corrugated iron roofing. It is 36 ft. square and 78 ft. high to eaves of cupola. The foundation slab is 1 ft. 6 in. thick, the walls around the storage bins are 8 inches thick, and the other walls are 6 ins. thick. All roofs are of corrugated iron.

The six storage bins are arranged three on each side of the working floor. Each is 12 ft. square and flat bottomed. In the middle of the house are three hoppers working bins, two of which are 12x12 ft and the third 12x5 ft.

On one side of the house is a leanto 12 ft. wide and 11 ft. to eaves containing a wagon dump and a 5-ton Fairbanks wagon scale. The grain slides directly from the receiving scales into the boots of the elevator legs.

On the opposite side of the house is a car shed 29 ft. wide and 22 ft. to eaves. A receiving pit is located to take grain from two railway tracks. The grain is carried from the pit to the elevator leg by a 12 in. screw conveyor having a capacity of 2,000 bus. per hour.

The two elevator legs are equipped

with 6x12 in. cups on 12 in. centers. In the cupola is a 1,000-bu. Monitor Cleaner and a 1,500-bu. Richardson Automatic scale and two turn heads. A Burrell manlift gives access to the cupola. An 8 inch well casing set at an angle of 45 degrees loads cars to the roof. A single automatic grain shovel is also provided.

In the basement is a 32 h. p. gasoline engine, and a 500-bu. Constant Sheller. However, the engine was later abandoned and power is now secured from the mill adjoining.

This elevator was built for a company owning a number of plants and having a wide experience in elevator operation. Every effort has been made to secure low cost of maintenance and operation, and the fire hazard has been eliminated. The Burrell Engineering & Construction Co. designed and built this plant.

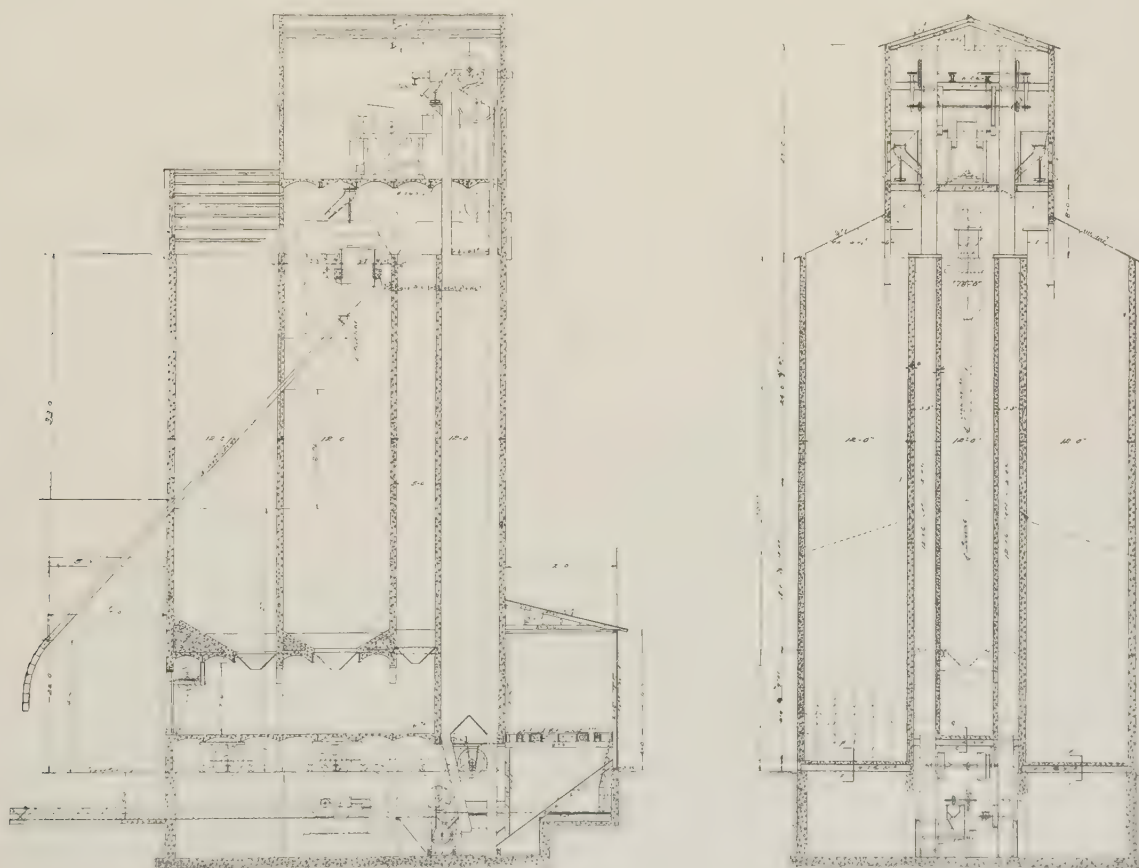
To the county grain dealer the Grain Dealers Journal is invaluable.—Wm. Ax-tater of the Neola Elvtr. Co., New Lebanon, Ill.

I cannot be without the Grain Dealers Journal—it's the only thing.—Wm. Big-ings, agt., Kunz Grain Co., Luverne, Ia.

The Grain Dealers Journal is full of the best information I can find.—J. S. Nokes, mgr., Sitka Elvtr. & Merc. Co., Sitka, Kan.

I have read the Grain Dealers Journal for years and find it of much interest to me.—Wiley Scott, mgr., Benchland Farmers Elvtr. Co., Benchland, Mont.

"I got \$10 in my bank," said little Freddie, proudly. "What are you going to do with it?" asked little Willie, enviously. "Save up and buy a bicycle?" "Nope. Pop says for me to hold on to it a little while longer and buy a Stock Exchange seat."



Longitudinal Section and Cross Section of Schultz, Baujan Co.'s Elevator at Beardstown, Ill.

CONCRETE ELEVATORS.

BY B. I. WELLER.

Elevators as a means of housing and handling grain did not make their appearance until the latter part of the last century. The first real elevator of which we have any record is the "cribbed" wood type, and many of these houses are still in existence. This old type is interesting when we consider that at one time an elevator of nearly four million bushels capacity was erected complete, and almost filled with grain in 44 days. As the price of lumber advanced it became necessary to cast about for other material with which to build, the elevator operator and owner seeking for a material which would lower appreciably the insurance rate.

The first fire resisting elevators were built of steel, practically on the same plan as the old wooden structure which were rectangular in plan and had cribbed bins elevated on posts and usually arranged to suit unloading conditions. Up to this point all storage and handling devices were carried under one roof, but it was then demonstrated that all machinery for unloading, handling and shipping could be more economically installed in a separate building called the working house. This was accomplished by having two or more parallel tracks along side of the house for unloading and permitted a shortening of the house. A separate building for storage having larger compartments than in the working house formed a part of the plant. At about this time there came into common use in the construction of elevators, brick, tile and concrete.

MODERN ELEVATORS are now built with storage room in the working house. In addition to this a large amount of storage capacity generally adjoins the working house. Grain is delivered to this annex by means of conveyor belts running over the tanks. When grain is taken from these tanks which are hoppers to make self-cleaning, it is done by the use of conveyor belts which run through tunnels underneath the tanks. These belts deliver grain to legs. When grain is to be shipped by boat it is usually taken from the storage annex, weighed and spouted by means of dock spouts into the holds of the boat. If this boat delivers to an elevator grain is taken from its holds by means of a marine leg which can be raised or lowered at will, and housed along the dock. This marine leg delivers the grain to a lofter leg which in turn delivers to the scale and thence to storage bins. In order to facilitate getting the grain out of the hold usually both shin and clean-up shovels are used. These shovels work automatically and draw the grain to the leg.

The Canadian Stewart Company recently constructed an elevator for the Grand Trunk Pacific Railroad Co., at Fort William, Ont., in the track shed of which is room for spotting over the receiving pits, 20 cars at one time. In a double shift of 20 hours, it is possible to unload over 600 cars of grain. A boat which can carry a cargo of 400,000 bus of wheat can be loaded at this elevator by means of five dock spouts in about three and one half hours. This house is equipped with 19 cleaning machines each one able to clean as high as 3,000 bus per hour, and in the dryer house it is possible to dry about 2,000 bus per hour. The elevator has 19 elevator legs. Most of these legs have a capacity of elevating 18,000 bus per hour each. The ten 2,000 bus hopper scales can be filled, weighed

and unloaded in a little less than three and one half minutes.

Almost without exception all large elevators are now equipped with individual motors for the different machines, conveyor belts, etc. This has been proven more satisfactory as to service and also more economical.

RUBBER BELTING of a high grade is used both for conveyors and elevator legs. In the transmission of power manilla rope is used; both gears and belting having become obsolete, the former principally on account of the noise and the latter on account of slippage.

MATERIALS USED IN CONSTRUCTION: The different materials from which elevators have been built are wood, steel brick, tile and concrete. These have been named in the order in which they came into general use. At the present time few large elevators are built of any material save concrete. Wood was found to be very expensive when insurance rates were taken into consideration. Steel is a high conductor of heat and there is on record an instance where four box cars laying in a track shed caught fire, resulting in the wrecking of a steel house.

Many elevators have been constructed of brick, but it is usually too costly on account of the walls having to be made so thick in order to suit reinforcing conditions.

Tile was used for a number of years, and even now and then elevators are built of this material. The main fault to be found with this material is that it is difficult to insure an absolutely water proof job.

The first concrete elevator was built in the United States in 1902, and as soon as the tanks had been filled with grain several of them burst. This naturally retarded the use of concrete for two or three years. However after one or two concrete elevators had been erected by well known firms, the elevator owners regained confidence in this material. For some time concrete was used only in foundations and in the storage annex, steel or wood being used throughout the working house. Later storage bins in the working house and the columns supporting same were made of concrete and only the cupola was built of steel. The only structural steel now used throughout the elevator is a very small tonnage required for machinery supports, tension carriages, etc., where concrete would be entirely impracticable.

It has been clearly demonstrated that there is no better material for protecting grain than concrete, on account of its being a poor conductor of heat and cold, and being denser than either tile or brick, it has greater waterproof qualities.

Another point in favor of concrete construction is the low cost due to the fact that there is practically no skilled labor required in the construction of the modern elevator.

The modern fireproof house is so designed as to eliminate the use of wood altogether. The cleaning machines when they are of wood construction and used in a fireproof house, are completely steel clad. The doors must pass the Fire Underwriters test. No wood is used even in the office, the housing diagram being made of slate enclosed with steel cabinets, which go to show how closely the owners follow the requirements of the Underwriters. The track shed is equipped with rolling steel doors and

the underwriters positively require that no car be allowed to remain in the track shed over night. All spouting consists of sheet metal and the roof covering generally consists of five ply tar, felt and gravel. All reinforcing steel is medium open hearth and must conform to the manufacturers standard specifications. Plain round bars are generally used for the foundations, cupola, etc., but for the tanks the horizontal reinforcement consists of flats, the vertical reinforcing being plain round bars.

METHODS OF CONSTRUCTION:

The equipment for handling concrete in the construction of the modern elevator differs very little from that used in placing concrete in any other building, with the exception of the forms, in which great advancement has been made in the last few years. The forms for the foundation are stationary, but all forms above the foundations are moveable. These forms are made of 2" plank, surfaced on one side and two edges, and the form over all is about 4' 6" in height. After the foundation has been completed these forms are set over the whole area and filled with concrete in layers of about 8' thickness. The raising of these forms is accomplished by a series of jacks of which there are from 6 to 8 on each tank; or if they are used on straight walls the jacks are placed about 5 or 6 feet apart. These jacks are set in a yoke which is a framework of steel and is connected to the wooden forms. Through each jack there is a jacking rod about 1" in diameter running vertically. To operate the jacks a bar is placed in the socket causing a screw to turn, which if turned to the right lifts the forms and if turned to the left, the jack itself climbs the jacking rod while the forms remain stationary being supported by the two adjacent jacks. By reason of the rod passing through the jack the load is applied concentrically and leaves no tendency for the forms to bind. These jacking rods are placed directly on top of each other and no dismantling of the forms is required when additional rods are added. These yokes are connected by means of trusses which support the temporary floor for the convenience of the workmen and permits easier handling of material. This continual moving of forms does away with the horizontal rings and discolorations seen in the first concrete elevators. This type of form also has greatly reduced the cost over the stationary forms used originally or the primitive jacking system first adopted, which was accomplished by jacking from the ground all the way to the top of the elevator.

In the working house the girders where required for floors are poured simultaneously with the walls, the floor slab generally being put in later. This is done so as not to impede the progress of the wall forms. In reinforcing the tanks flat bars are used, being placed midway between the forms and at equal intervals, the difference in pressure below and above being taken care of by the size of the flat. The jacking rod on which the forms are raised is also part of the vertical reinforcing and similar rods placed between the series of jacking rods form the balance of the vertical reinforcing. The tanks are always laid out in parallel rows. Contacts must be provided for, and this is generally arranged by a system of horizontal anchors and additional concrete in the interstices. This arrangement of bins leaves the space between the different tanks, which is called an interstice bin.

As the elevator is usually placed on the water front and as its elevator boot tanks and receiving pits are necessarily some distance below grade, there is generally water proofing to be taken into account. This is usually accomplished by means of the membrane system of water proofing.

LARGE ELEVATOR AT MEDICINE HAT, ALTA.

In Canada wheat is king. The wonderful growth of our neighbor and her future prosperity depend entirely upon her ability to produce the world's most important foodstuff, wheat. Canadians insist that their country has only begun to develop, that her crops will become larger and larger, her population greater and wealthier. As a proof of their confidence in the future and as an answer to the skeptics who insist that Canada's boom will soon collapse, they are erecting huge elevators, built to the highest standards of modern engineering of man's most enduring material, concrete. They are building, not cheap, flimsy, inadequate shacks to be torn down in a decade, but commodious, perfectly-equipped, everlasting elevators—a tribute to the wonderful crop that is the source of their prosperity.

The latest addition to Canada's grain-handling facilities is the magnificent concrete plant built at Medicine Hat, Alberta, for the Ogilvie Flour Mills Co. It consists of a 500,000-bus. elevator, a 6,000-

barrel flour mill, a six-story flour warehouse, and a power plant.

The elevator has 24 storage tanks, arranged in two sections of 12 each with the working house between the sections. Each of the tanks is 16 ft. in diameter and 90 ft. high, and has a capacity of 17,000 bus. The tanks stand on a solid slab concrete mattress and the tank walls are of concrete 7 in. thick. Between the tanks are 16 interstice bins.

Grain is received from a track alongside the elevator, and is first weighed by means of a 100-ton Gurney track scale. It is unloaded by power shovels into a receiving hopper discharging directly to a receiving leg. This leg is equipped with a single row of 20x7x7 in. buckets. The grain is discharged by the leg into a 600-bu. garner and then into a 600-bu. hopper scale. This scale is used to check the weights obtained on the track scale. The grain next falls into adjacent bins or is carried by a 30 in. belt conveyor to the storage tanks. The conveyor feeding the group of storage tanks next to the flour mill is extended so as to carry the grain into the mill when desired.

As considerable grain is received directly from farmers' wagons, a wagon shed is provided, equipped with a wagon dump scale. From the hopper under this scale the grain discharges to a second receiving leg equipped with 20x7x7 in. buckets, by which it is elevated to the cupola. Its subsequent handling is similar to that of grain received from cars. The 600-bu. scale in the cupola also furnishes a

check weight on grain received by wagon.

The cleaning floor is located above the track shed and is provided with two No. 9 Monitor Cleaners. The storage bins adjacent to these machines are subdivided. Grain is spouted from the upper half of these bins (the subdivisions are hopper-bottomed) to the cleaning machines. The grain falls from the cleaners into a small re-elevating leg which lifts the grain and discharges it into the lower half of the sub-divided bins. The screenings from the cleaning machines are elevated by means of a screenings elevator to a No. 6 grain separator in the cupola, from which the separations are spouted to nearby bins.

For withdrawing grain from storage bins two 30-in. belt conveyors are provided, one under each of the storage sections. The tanks are all hopper-bottomed and self-cleaning. These belts deliver the grain to the elevator legs, which carry it to the cupola. From here the grain can be sent to the cleaning machines, deposited in other bins, carried to the flour mill, or spouted to cars.

A spiral stairway and a passenger elevator provide access to the cupola. The dust collector system was installed by the Cyclone Blow Pipe Co. and the leg casings and spouting by the Weller Mfg. Co. The plant is electrically driven by General Electric motors. The plant was designed and erected by the Canadian Stewart Co. The flour mill is being equipped with machinery by the Nordyke & Marmon Co.



500,000-bu. Concrete Elevator and Mill of Ogilvie Milling Co., at Medicine Hat, Alta.

INDIANA AND ILLINOIS Dealers Meet at Sheldon.

A meeting of Western Indiana and Eastern Illinois grain men was held at Sheldon, Ill., May 1st, Charles A. Ashpaugh, of Frankfort, Ind., Pres. Ind., G. D. A., and C. B. Riley, Sec. Ind. G. D. A., and S. W. Strong, of Urbana, Ill., Sec. Ill., G. D. A., were present to speak to the grain dealers.

Sec. Riley presided. From his remarks we take the following:

We come here this evening principally to bring you information with reference to various legislation recently enacted and placed upon our statute books.

The bill requiring stationary steam engineers to have a certificate stating that they have passed a technical examination qualifying them for the position that they hold was promoted by the labor organizations. They wanted to bring a burden on the grain men by making the available men small in number, and thus demand high wages. Another reason assigned by some is, that possibly the gasoline engine men wanted this bill passed. However, the bill has been killed.

Onions and Garlic.—Another bill that was killed tho it had merit was the onion and garlic bill. Below Terre Haute there is a large district where wild onions and garlic grow and are mixed in with the wheat. It is next to impossible to separate onions and garlic seed from the wheat, and all millers detest wheat that has these noxious seeds in it. The onion seed when ground up with the wheat in the process of making flour taints the flour and unless the rolls are cleaned at short intervals, the flour will be so tainted as to be unsaleable. This bill was passed by the legislature, but vetoed by the Governor.

The Thrashers' Lien Bill that was killed comes up regularly at every session of the Legislature. The object of this bill is to fix matters so that the grain man is virtually responsible for the payment of the thrashing bill. It was even arranged so that it was not necessary that the thrasher notify the grain man.

The Uniform Bill of Lading Bill to which we objected. We objected to this bill not because it was not a good bill, but we did not feel that it was necessary that the State Legislature pass a bill when the Federal Government is trying now to get a bill of this nature passed.

Claims for Loss in Transit.—We have been troubled in our Claim Department by reason of the refusal of the railroads to pay any claim for loss in transit where there is no leakage shown. We have now received permission to take our evidence before the Railroad Commission and if they O. K. our claim then it is incumbent upon the Railroad Company to pay our claim.

The Fire Marshall Law is a new law which we think will be in the interest of all property owners in the State. From 25% to 30% of all fires are incendiary and it lies in the power of the Fire Marshall to prosecute the offending individual to the full extent of the law, whereas before this power was delegated to the County Attorneys, who at various times have refrained from energetically prosecuting cases because of friendliness for the offending individual.

The Vocational Educational Bill which has been passed by our Legislature is one which has for its object the better equipment of our boys and girls for farm life. This bill aims to give these boys and girls a practical education, enabling them to lead more effective and more useful lives in the community in which they reside. The Bankers of our State have a committee on agriculture which has invited the grain men of our State to co-operate with it in the attainment of this end. To further this project there will be a meeting in Indianapolis on June 3d and 4th, to which all farmers and business men are invited. The grain men, from the Bankers point of view have an especial influence and really in the end will be benefited more than any other class of business, because the boy will be able to raise more grain per acre. For this reason the grain men are extended a special invitation to be present at Indianapolis on June 3d and 4th.

Public Service Commission.—The last piece of legislation to which I want to refer this evening is the bill which on May 1st, made effective and put into life the Public Service Commission. This commission will have charge of all forms and classes of business that in any manner serve the

public. This brings to our attention the fact that all grain men are public servants because of the fact that they store grain. Any man or company of men who operate an elevator and who in the course of their business store grain for compensation or free of compensation for their customers are public warehousemen, and come within the scope of this commission. Owing to the fact that this commission has not yet had time to promulgate rules and regulations by which it expects to govern its actions, it is impossible to tell you just what its plans of procedure will be. However, you will in all probability be compelled to keep an accurate account of all grain stored in your elevator and you will further be compelled to keep this record for public inspection, and be able to show that every bushel stored is in the elevator. This commission is further empowered to enforce its ruling by punishment by fine, and penitentiary sentences for any man or company of men who see fit to disobey its instructions.

It is strictly against the law for anyone to ship out grain which he has not bot and the simple fact that he is financially responsible for the value of the goods shipped out does not free him from incurring the displeasure of this commission and consequent prosecution. There is at the present time a law on our statute books forbidding the shipping out of stored grain and there is no question but what a great many grain men are now eligible candidates for the penitentiary.

The storing of grain has cost the Indiana Grain Dealers a great deal of money, and the farmers of the State have also been the losers to a large extent because of the unlimited storage offered by our grain men. Every year we hear, or read about some individual who has made a mistake in judgment and shipped stored grain to his financial detriment and to such an extent that he is not able to pay for the grain entrusted to his keeping. The practice of storing is also a fertile cause for dissensions between seller and buyer.

Without further comment, I would like to hear from those present as to what they may think of this Legislation and I would further like to know what their experience has been in the past as it relates to the storing of grain.

W. F. Starz, Fowler: The only reason I see for storing is that some grain men think they will get a few more thousand bushels of grain because they store it. They forget that they have to stand all shrinkage, risk from fire, and loss in quality because of the grain being bin-burned. I think we would all have more money if we would cut out the storing of all grain and it would be much better for the farmer.

L. T. Hutchins, Sheldon: Under the provisions of this new law, I am going to cut out all storage. I think the storage of grain leads to speculation and has ruined many grain men.

C. W. Starz, Fowler: The farmer will be ahead if he does not store. He will keep his grain at home until ready to sell it and thus keep the grain under his own control.

E. Benedict, Catlin: The storing of grain is the worst imposition in the grain trade and is a losing game. Cut it out.

Geo. W. Brainard, Darrow: Do not see any good in storing grain.

The consensus of opinion of all dealers present was that the storing of grain was unprofitable to both grain dealer and farmer and that with the present law there was altogether too much danger in storing oats. They thought it opened the doors wide to the state penitentiary and that they were perfectly willing to still further enjoy the balmy air of Indiana outside of the penitentiary walls. One dealer went so far as to say, grain men are such monumental fools when they store grain that it is high time that a still more drastic law be enacted and that it read, "All men storing grain whether for compensation or otherwise shall be sent to the penitentiary for twenty-five years."

The meeting then adjourned.

THE TROUBLESOME SCALE Pit.

C. C. Hoffman, official scale inspector, likes to tell anybody who is interested, all about the deep principles which govern the life and operation of scales. He says,

"Scales don't wear out, they rust out. More scales are put to the bad by ignorance and carelessness as regards the pit than from any other cause. Brick pits are breeders of inaccuracy every time, as they fall an easy prey to destructive molds and other agents which produce crumbling, and hence dirt and unevenness. Concrete is the most satisfactory substance to use in the pit, as concrete pits are the only kind which insure accuracy for any length of time.

"Of course, the pit is only one of many factors which must be considered in guarding the correct operation and the life of a scale. I should say that just plain carelessness is the cause of most of the inaccurate scales which I unearth. Sometimes I find a peculiar condition where the wagon scales are located on a raised approach to an elevator, which has a more or less open substructure, allowing the wind to whistle around in under the scale platform. Such scales I often find to be from 40 to 50 lbs. wrong, caused by the wind blowing up from below and destroying the balance of gravity. That's all weighing is, anyway, just a harnessing of the principle of gravitation. By a series of figures, arranged so that they mean something to our eyes, we can tell how hard the force of gravity is pulling down on some object which we have on the scale. That's all there is to weighing.

"One of the most peculiar features which I find is that most of the scales which are wrong are cheating their owners and enriching the farmers from whom they are buying grain. I do not know how to account for this unless you want to believe that the scales take it into their heads to get even with their owners for neglecting to take care of them. Generally speaking, the scales of Indiana are in a rotten condition and I believe that this is due entirely to carelessness and ignorance of the delicacy of the mechanism which does the work. I have even known grain dealers to allow a locomotive to be run over their track scales, which is sheer madness."

Exports of Corn Oil and Glucose.

Corn oil exports during the eight months ending Mar. 1 amounted to 13,772,221 lbs., compared with 15,504,872 lbs., for the corresponding period ending Mar. 1, 1912. Exports for February were 1,661,930 lbs., compared with 2,052,768 lbs., in February of last year.

Glucose amounting to 109,220,992 lbs. was exported in the eight months prior to Mar. 1; compared with 94,647,267 lbs. exported in the corresponding period of 1911-1912, as reported by O. P. Austin, Chief of the Bureau of Statistics.

A YIELD of 709,701 grains of wheat in one year from a single seed was obtained by a Frenchman, Bellenoux, by transplanting stools.

FARMERS' organizations and labor unions are exempted from prosecution under a proviso in the appropriation bill passed May 7 by the United States senate.

TELESCOPING JOINTS TO Allow for Settling.

BY L. J. MCMILLIN

Few old elevators where the frame or studded part is attached to the cribbed part remain straight or smooth about the joint, but the modern elevator erected by an engineer who understands his business, shows no effect of the settling of either structure, and no part connecting the two will become crooked.

To overcome this difficulty it became necessary to provide a telescope joint at this point to take care of the settling of the cribbing. Where frame work is built up along the side of cribbing it is impractical to attach them together per-

manently. It has also proved unsatisfactory to bolt them and make holes for the bolts to provide for this settling, since the bolts will invariably get tight and not slip as intended. The best way is to extend pieces of cribbing and build around the posts on the frame part so time will allow for all settling.

The accompanying illustration shows the style for the outside corner as well as inner posts. The connection of the roof over the studded construction building to the cribbing is also a point which needs careful attention. The accompanying cut also shows a design which has proven very satisfactory, and which after the settling of the building will show no crooked parts, and the roof should not leak at this connection.

ELEVATOR LEG TELESCOPE: In a number of elevators, at least, those of older construction, it is noticeable where the building settled down on the elevator heads, from which there was danger of fire caused by friction. The settling would force the spout from elevator head to settle with the building, which caused a leak at this connection.

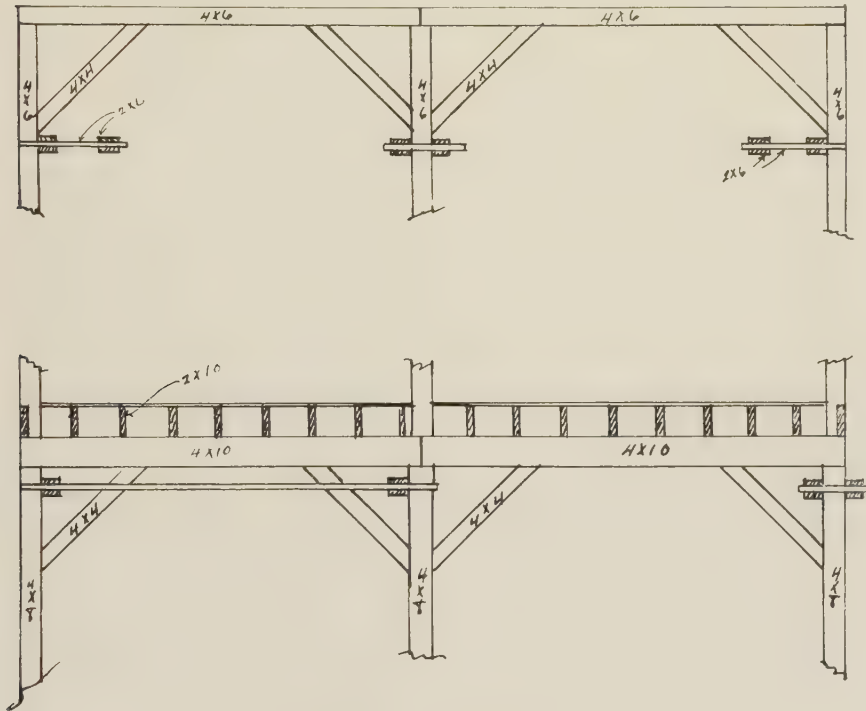
The accompanying cut shows a design for the telescoping of the elevator legs which is generally found convenient to place on the cupola floor. This acts as a telescope as well as gives some support to the elevator head, since it can be partly rested on this floor.

The telescoping is accomplished by running the elevator leg up through the floor 4", and bevelling the fillers and caps so that no material will lodge on them. There is left a space sufficient to allow for any settling the building may have, and the lower end of the fillers and caps are bevelled. To the upper fillers 2x14's can be bolted securely so as to rest on the 2x6 batten on the floor. This allows the elevator legging to slide as the building settles, and in this way prevent any danger due to friction on account of settling. It also does away with the trouble caused from the turnhead and distributing spouts not connecting properly.

Numerous other points about the construction of a Cribbed grain elevator require attention to prevent the settling of the building being detrimental, such as the dust spout leading from the cupola to the dust room which may be placed possibly 20 ft. from the building. In a spout of this kind it is necessary that it have a telescope joint and unless such is provided it will cause some defect in the spout or other works to which it connects.

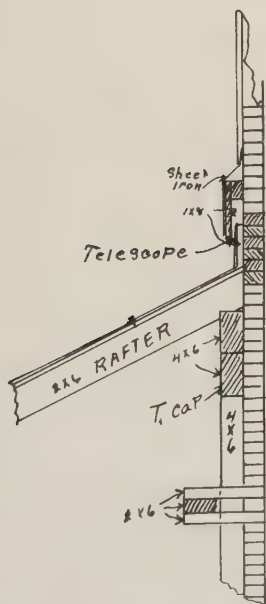
Insect in Wheat Harmless.

C. B. Warkentin at Newton, Kan., discovered insects in the wheat fields and sent the bugs to the state agricultural college at Manhattan, Kan., which has reported that the insect is closely related to the June bug, and that the larvae undoubtedly do work upon the roots of grass plants. Geo. A. Dean, entomologist in charge, sent the bugs to the Bureau of Entomology, Washington, D. C., for determination, and declared it is not believed the insects are injuring wheat; and a few days after discovering them Mr. Warkentin again went into the fields, but was unable to discover any more.

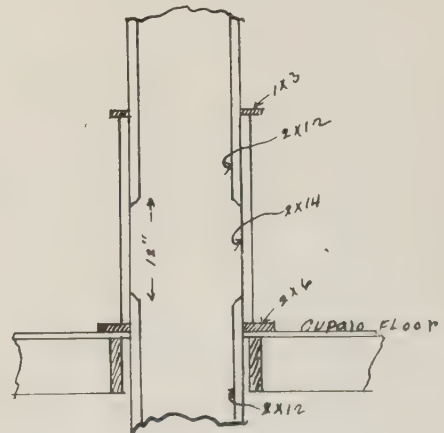
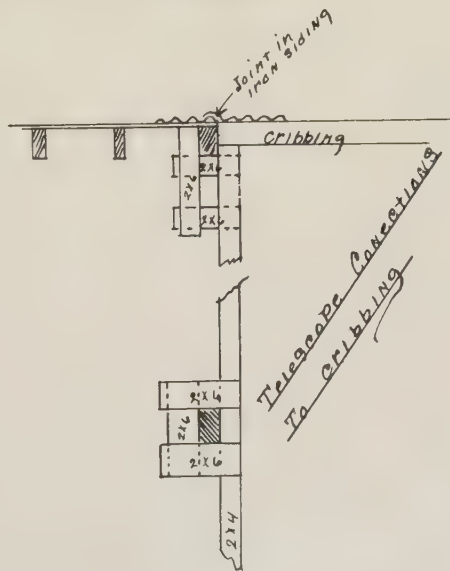


DETAIL OF TELESCOPE FRAME AGAINST CRIBBING

Telescoping Joints to Allow for Settling.



TELESCOPE IN ROOF



TELESCOPE IN LEG

Telescoping Joints to Allow for Settling of Elevator.

METAL SIDING FOR ELEVATORS.

BY P. F. MCALLISTER.

Having been in the elevator contracting business for some 15 years and having seen the class of country elevators develop and improve more in these last fifteen years than they ever did before and having read an article in the Grain Dealers Journal to the effect that steel siding had been taken off because it buckled and was not watertight, It occurred to me that it was up to some one to enlighten the trade on the subject.

I never have heard of such an instance in Illinois, Indiana or Ohio. Of course, the above states have more steel covered elevators than our grain states west of the Mississippi, because wood siding in the western states is cheaper than the steel and then too, there are too many cross road carpenters and would-be-contractors there that do not know how to put on steel properly, and do not want to learn.

The country grain dealers however are alert and awake to the fact that galvanized steel siding is on a par in price with wood and superior to wood in cost of upkeep and it is also a reducer of insurance rates.

There are perhaps a hundred and one forms of steel that could be used for elevator siding but the most popular and most commonly used siding is what is known as corrugated steel. The other common forms are pressed brick, pressed rock and pressed lap siding patterns.

About the most glaring mistake in my estimation is the use of corrugated steel with corrugations running horizontal. True, it has been used successfully, but it was never intended to be used that way any more than lap siding or drop siding was meant to be put on vertically.

Invariably when we hear of an elevator man having trouble with his steel siding it is due to the ignorance of the man who put it on and not to the material itself.

Proper lap both at the sides and at the bottom of the sheets must be had; and,

most of all, proper nailing is essential, which, of course, is more or less of a trade secret.

The proper course for an elevator owner to pursue is to employ only reliable elevator builders; and if he is at a loss to know whom to send for, their names will be found in the Grain Dealers Journal.

Another radical mistake I have noticed, only once however, was a place where pressed brick siding was used and the siding was lapped so that water running down the sides of the building would run under the sheet below instead of over it or on the outside of the metal as it should. This may sound ridiculous, but it merely goes to show how little some people know.

While on the subject of metal siding the matter of a metal cornice should also be considered. A metal cornice is expensive, but do not forget that it is a fire preventive. Just a tiny little spark from passing locomotive or from a nearby fire may lodge up under an open cornice and cause a disastrous fire.

Some six or eight years ago the company I am with built an elevator in Tennessee on the side of the street opposite a mill and for some reason or other the metal cornice was not used. About a year afterwards the mill burned and a spark was seen to go up under the cornice of the elevator roof and in almost less time than it takes to tell, the elevator was a roaring furnace.

Another thing for the elevator owner to consider is the use of genuine iron in place of steel.

Most people say "I want an iron roof or iron siding" do they get it? No. Why? Because we do not get iron in this day and age unless we say "genuine iron" "ingot iron" or some other well known trade names that mean iron and not steel.

The advantage of iron over steel is its resistance to gases and acids that may be in the air or in other words it will outlast steel two to one and at the small cost of a cent and a half to the square foot.

A WELL-DESIGNED COUNTRY Elevator.

The elevator of the Lord Milling Co. at Wamego, Kan., the plans for which are reproduced herewith, is a good example of a well-designed small-capacity country elevator. Wamego is on the Kansas River 40 miles west of Topeka. It is served by the Union Pacific Ry., which is the only line running thru the southern part of Pottawatomie County. Wamego has, therefore, an extensive territory to draw from.

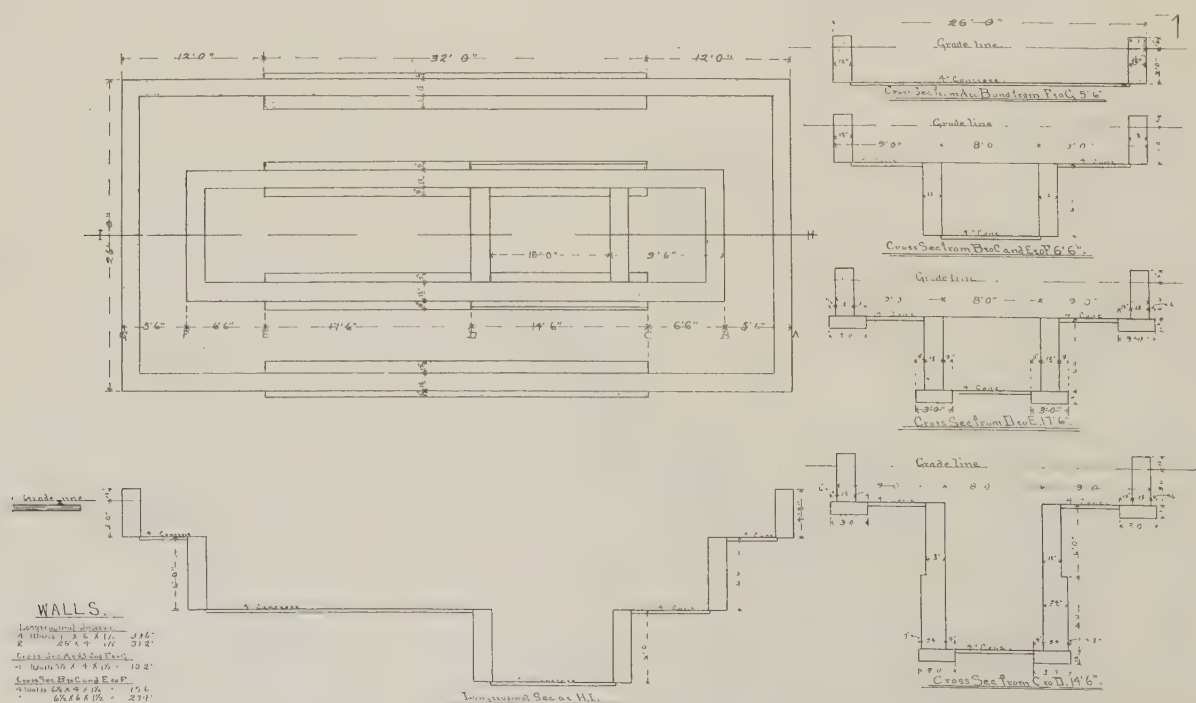
The elevator is 32 ft. by 26 ft. and 55 ft. high from top of foundation to eaves of cupola. Cribbed construction is used, 2x6's up 14 ft. 6 in., and 2x4's to plate. The foundation walls are of stone, 18 in. thick with 36 in. footings under bins. The basement floor is made of 4 in. cement and concrete. Two leantos run the length of the building, the one housing the wagon dump being 12 by 26 ft. and 14 ft. high and the other, on the track side, being 12 by 26 ft. and 16 ft. high.

The bins have a total storage capacity of 10,200 bus. and a working capacity of 3,500 bus. The six storage bins each have a capacity of 1,700 bus.; two of the working bins are of 850 bus. capacity and three of 900 bus. capacity. All bins are hopper-bottomed and self-cleaning.

Grain received by wagon falls from the wagon dump to the boot or directly into a 500-bu. Western Corn Sheller, and is discharged by this machine into the elevator leg. Grain received by car is unloaded by a Clark Power Shovel into a hopper feeding a screw conveyor, which delivers the grain to the elevator boot.

The elevator leg discharges the grain into a Fairbanks Automatic Scale, which in turn discharges it into a 500-bu. Cornwall Corn Cleaner. The grain next goes to a distributor, from which it can be spouted to any one of the eleven bins, to the mill, or to cars. Grain taken from the storage bins falls into spouts which deliver it to the boot of the elevator leg.

On the working floor is located a 500-bu. receiving separator made by the Bar-



Concrete Foundation Plan and Details—Lord Milling Co.'s Elevator, Wamego, Kan.

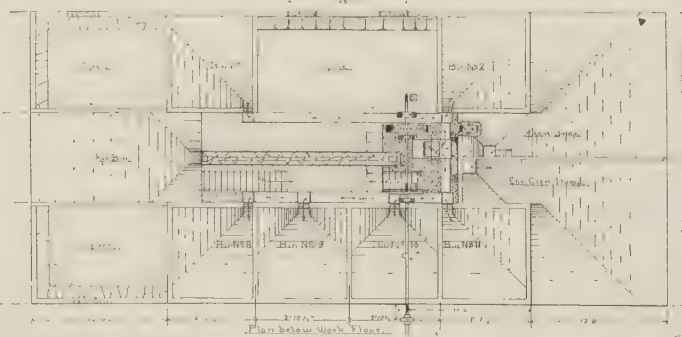
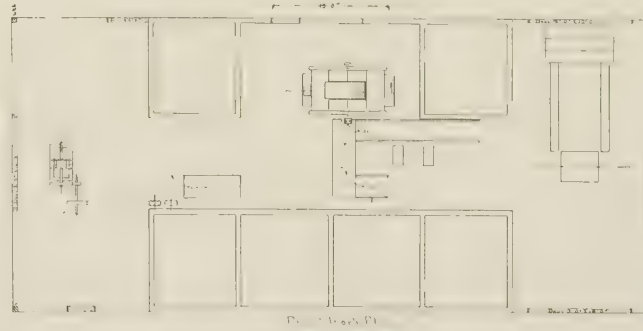
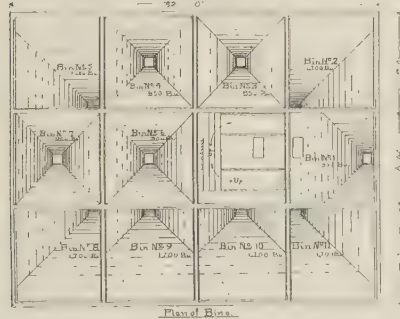
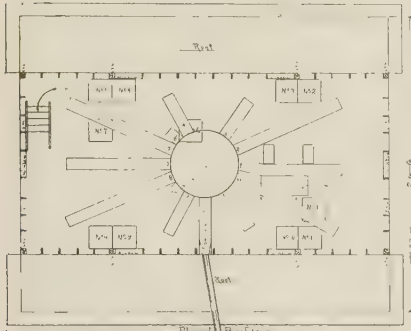
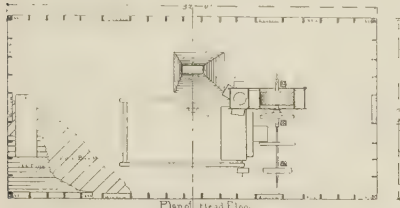
nard & Leas Mfg. Co. Power is taken from the mill power plant.

From an operating point of view, this plant is excellently designed. All arrangements are compact and convenient, and a low operating cost should easily be

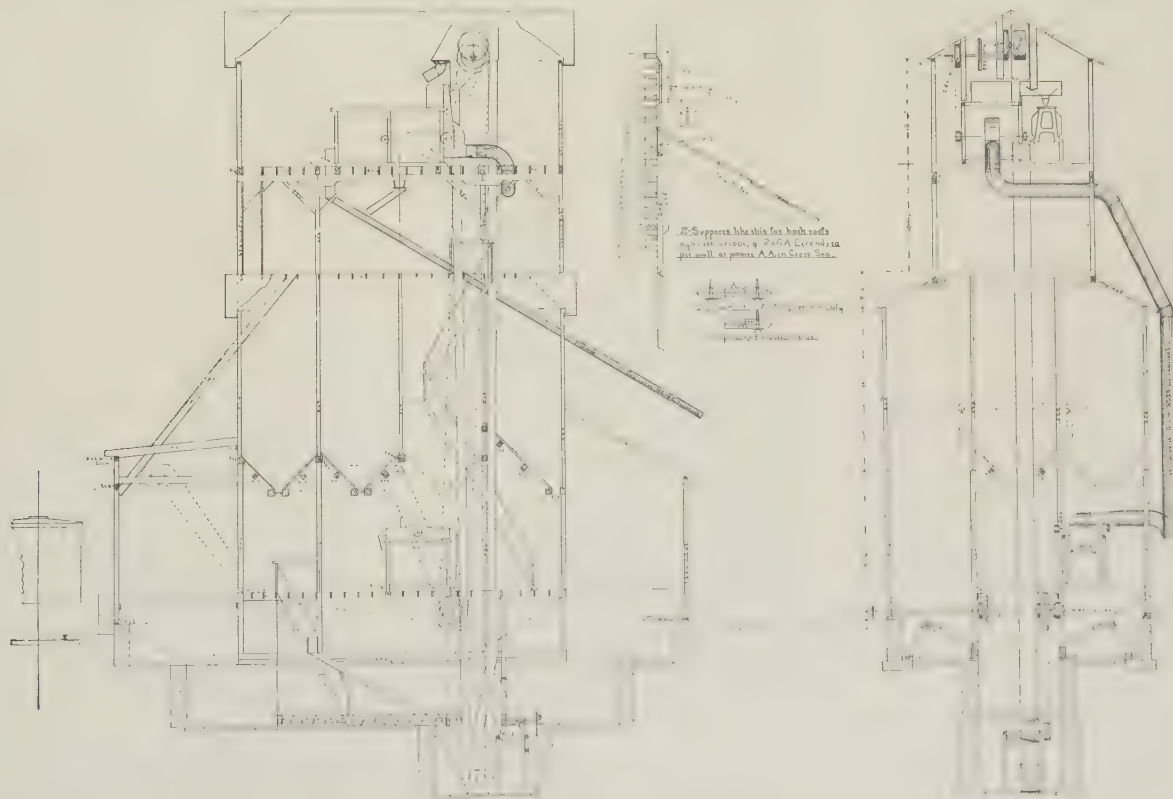
obtainable. As a fire hazard, the plant is lacking in several important features. The absence of a manlift is a serious defect. No man is going to climb 50 ft. of stairs any oftener than he is compelled to, and certainly the machinery and head pulleys in the cupola will not receive the attention that they would if a manlift had been installed. The lack of iron sheeting will have an unfavorable effect on the insurance rate, and the extra premium will probably more than pay the cost of this protection.

Frank Kaucher of St. Joseph, Mo., drew the plans and built the elevator.

STEEL COFFINS are a rather unusual material to use for building a grain storage house. The Boyertown Burial Casket Co. of Boyertown, Pa., about 15 years ago purchased a number of heavy steel coffins, some of which had been used for the transportation of bodies across the ocean. They proved too cumbersome for use, and the entire lot was dumped on the land of Mahlon F. Cleaver, sexton of the Union Cemetery. He used some of them to build a grain storage house and is selling the rest to farmers for 10c to 35c each.



Plans of Head Floor, Bin Floor, Bins, Work Floor and Basement—Lord Milling Co.'s Elevator, Wamego, Kan.



Sectional Elevations of Cribbed Elevator for Lord Milling Co., Wamego, Kan.

IMPROVEMENTS THAT BROT QUICK RETURNS.

By Wallace MacMillan.

Thompson swung off the train before it had completely stopped. The station was a small, dirty building, from the eaves of which hung a sign reading "Wanatah, Ia., to Dubuque 154.3 miles."

A dusty man, slightly stoop-shouldered and sour-faced, came forward to meet him.

"Are you the new elevator manager?"

"Yes," replied Thompson. "Are you Mr. Douglas?" He grasped the other man's listless hand and shook it vigorously.

The two walked for half a mile along the road paralleling the railroad track to the elevator of Lebolt & Co. Thompson was rather taken back by its appearance. The iron sheeting was rusty and in some places loose. The drive to the wagon dump was deeply rutted and the incline steep. The roofs of the buildings were badly out of repair and the entire plant was sadly in need of paint.

The office was dusty and dark. The windows were almost opaque; and the ceiling was covered with cobwebs. Douglas took his successor thru the elevator. The interior was worse than the exterior. Thompson was not in happy mood when he returned to the office.

"I know the whole outfit is in bad shape," Douglas began, apologetically. "For two years I kept hammering away at our Galesburg office to let me spend some money for repairs, but they paid no attention to my request. The plant went from bad to worse. A year ago I got tired of being turned down, so I let things go to the dogs. I'm darned glad to get out of this hole and turn the wreck over to you."

"Let's go and look over our competitor's plant," Thompson suggested.

Miller & Co.'s elevator was located west of the station and was nearer the center of the town. It was a well maintained plant of 15,000 bus. capacity, and the elevator and the office building, even the newly-painted fence around it reflected the prosperity of its owners.

For several days Thompson spent his time traveling around the surrounding country and talked with the farmers. He did not solicit business, however. The comments of the farmers about his elevator convinced him that it wud be wasted effort to ask for their patronage.

He spent a week more cleaning up the elevator and inspecting the equipment. Then he sent the head office a twelve-page report. Two days later he received a telegram reading. "Spend no money for improvements. Make only absolutely necessary repairs. Get along the best you can this season." Thompson was dejected. Douglas laughed as he read the telegram, wished his successor luck, and left town that evening.

Thompson did a great deal of thinking during the week that followed. He had to fight a competitor who had a clean, up-to-date plant, situated much more conveniently for most of the farmers. His own plant was run down, antiquated and inadequate. The Miller brothers, who owned the other elevator, were influential residents. He was a stranger, his company had no friends and plenty of enemies in the community. Thompson realized that his problem was not an easy one.

The first thing he did was to clean up the entire plant. He gave the buildings two coats of paint (doing the job himself and winning the animosity of the

town's only painter.) He re-varnished the office furniture, kalsomined the walls and bot a rug. Around the office he planted grass and a few shrubs.

He thoroly overhauled all of the machinery and in time got it to working smoothly. He repaired the roofs of all of the buildings and risked his neck putting a flagpole on top of the cupola. "A waving flag will make the plant look alive," he soliloquized.

A month later the elevator of Lebolt & Co. was greatly changed in appearance. It was far from up to the mark, but the improvement was encouraging. Thompson subdivided several of his bins so as to grade his grain more closely, cut down his bill for lubricants by a little intelligent study of the proper ones to use for the different bearings, sold the two horses and wagon that were kept for delivery purposes but never used, disposed of an accumulation of filthy grain, and got his house thoroly in order for the fall harvest.

His next step was to develop side lines. He repaired his feed mill and rapidly developed a profitable feed trade. He took over the more or less irregular seed business that was handled by the local hardwareman and thereby managed to add a comfortable sum to his Profit Account. On the unused property back of the elevator he established a free feed yard for farmer patrons.

The plant was now ready for business; the more difficult job was to get the business. Thompson dressed up in his best clothes and invited J. S. Miller, the manager of the other elevator, to dinner. After the meal, he suggested that they agree not to make any concessions whatever to farmers in order to get their business. "No free bags, no free storage, no higher than market price bids."

"Sure," said Miller genially. "I've got more reason to think you will overbid us, than you have to be afraid of us. You know, our elevator handled 235,000 bus. of grain last year; your elevator about 60,000 bus."

"Yes, but things will be different this year," Thompson answered with a smile.

"There is not enuf money in the grain business to permit us to give the farmer part of our profits. We will stick to profitable methods; I hope you do."

"I most certainly will." Thompson was emphatic. The men shook hands.

"You're up against a pretty tough proposition, young fellow, and you will be a wonder if you make a success of it. You're a nice chap, tho, and I wish you success, even if you are my competitor." The two parted the best of friends.

Thompson joined the church and became an active worker in its behalf. It wud be wronging him to say that his purpose was entirely utilitarian, because the religious side of his nature was strongly developed; still he was not entirely insensible to the value of his church activities in the upbuilding of his business. He promoted an athletic ass'n among the farmer boys that made him chummy with every young man in the township.

He spent all of his spare time among the farmers, discussing crops and markets. He had always been a keen reader of agricultural literature, and his library of farm books was at the disposal of all of the farmers. He joined the Crop Improvement Ass'n and became its most enthusiastic promoter.

Thompson was a single man. The importance of this asset was not overlooked by this astute student of human nature. The eligible young men in a small town are so few that any addition to their num-

ber is a matter of great importance to the young ladies—and their mothers. Thompson maintained a gallant but strictly neutral attitude toward them all, and in a short time every mother with an eligible daughter on her hands became his friend.

However, a prejudiced farmer is a hard man to win business from, and Thompson felt that the prejudice against his company was as strong as ever, despite the personal friendships he had made. He was a welcome visitor at all of the farmers' homes, but when he asked them to promise him their patronage they wud usually "reckon they wud think it over." The new manager began feeling a little nervous. He had to break down the wall of prejudice against his company before he cud hope to get enuf grain the first year to make his elevator profitable and his job permanent.

The Fourth of July passed with the usual lifeless country celebration. Then Thompson got an idea. For two weeks he worked furiously, and on the 18th of July the first Annual Athletic Meet, Field Day and Barbecue of Crandell County was held, Arthur E. Thompson, chairman, com'ite on arrangements. The field chosen for the occasion adjoined Thompson's elevator. Thompson had his buildings decorated, and on the working floor of the elevator he established a cider and cigar booth for the men. Here the farmers found their chief interest. Thompson was on the job handing out free cigars and incidentally calling the attention of the men to the improved appearance of his elevator. His hospitality was irresistible.

During the months following Thompson worked himself thin soliciting business, but on November 1st his face wore a broad smile of satisfaction, as he made out his report to the head office. His smile changed to a long laugh of joy when he received the following telegram two days later: "Report highly satisfactory. Write list of necessary repairs and improvements to modernize elevator; advise what salary acceptable on five-year contract."

MACARONI WHEAT is Italy's most important cereal crop.

SENATOR McCUMBER has reintroduced his bill to prohibit drawbacks on grain, to be known as S. F. 227.

VELVET CHAFF wheat flour ranked near to flour made from Fife and Blue-stem wheat in milling and baking tests made by T. Sanderson, whose experiments are given in the Report of the Pure Food Commissioner of North Dakota for 1911.

GRAHAM FLOUR, according to Bulletin 164 of the Buro of Chemistry, is "unbolted wheat meal made from sound, clean, fully-matured, air-dried wheat." It may also be called "whole wheat flour" or "entire wheat flour." Mixtures or flours from which part of the bran has been removed shud be labeled imitation graham flours.

WEEVIL-EATEN corn showed a loss of 13% in weight due to the ravages of this pest, according to T. E. Keitt of the South Carolina Experiment Station. The loss was largest in protein, including more than 25% of the total protein in the samples analyzed. Weevil-eaten corn is unfit for seed purposes. Fumigation of the corn with carbon bisulfid, when the dose did not exceed 40 lbs. of bisulfid to the 1,000 cu. ft. of space, increased rather than decreased the germinating vigor of the corn.

GRAIN INVESTIGATION BY Minnesota Senate.

The senate com'te of the Minnesota Legislature, which took up the investigation of grain exchanges after it had been started by the House, made a majority and a minority report, three members forming the majority and two the minority.

The majority reported: Your com'te finds that the Chamber of Commerce is an open, broad, competitive market of advantage to the producers of grain. The market afforded by the Chamber of Commerce is a competitive market. No evidence was submitted or claim made to the com'te that there was any combination among the buyers of grain or among the sellers of grain to control sales or influence prices. All the evidence submitted tended to show, on the contrary, that the keenest competition prevailed among the milling companies, terminal elevator companies and others, in buying grain. Because of this competitive demand, therefore, spot grain can be and is almost without exception, sold on the floor of the Chamber at its full value.

The minority found: The Grain Bulletin and the rules and practices of the Ass'n disclosed at your investigation,

have the effect of limiting, and in some instances, completely destroying the competition which should exist between members. They vest in a Board of Directors almost complete control of the grain trade and in our opinion this constitutes a practical monopoly.

"Elias Steenerson was a member and a director of the incorporated Minnesota Farmers Exchange organized in 1904. After a considerable time a membership in the Chamber of Commerce was found for sale, and actually bot for \$4,000. The directors of the Chamber refused to sanction the application for membership or grant the farmers organization or its representative admission."

The majority reported: The evidence submitted to your com'te shows that no one has been denied membership in the Chamber of Commerce who was of good character and financial standing. It does not appear that any farmers' co-operative companies are members of the Chamber of Commerce, nor that there is anything to prevent any such company from becoming a member.

The minority found: By rule of the Ass'n all track bids or offers for grain at country points in carload lots for shipment to Minneapolis, are non-competi-

tive. Such bids or offers must be based upon the Minneapolis market fixed charges and no member can bid above the market even for a carload lot of the choicest seed grain. The effect of this rule, which is rigidly enforced, is to absolutely eliminate competition in the purchase of grain in the country in carload lots when intended for shipment to Minneapolis.

Practically the only recommendations upon which the minority and majority agreed were that switching charges on grain arriving at the terminals should be abolished, and the issuance of a daily price card by the state.

The majority report criticises the way in which the Equity Co-operative Exchange failed to account for and settle for stored grain until officers of the Voltaire Farmers Elevator Co. had come to Minneapolis for settlement, failed to get it and then went before the com'te with their complaint. "Its transactions with customers are hardly the proper subject for legislative investigation, but should be investigated by the railroad and warehouse commission."

Meeting Council of Exchanges.

The semi-annual meeting of the Council of Grain Exchanges will be held at Cincinnati, O., June 16 and 17, its sessions being held at the Sinton Hotel.

A general entertainment of the Council, as well as the Ohio and Indiana Grain Dealers Ass'ns, meeting in Cincinnati at the same time, will be given on the evening of June 17 by the Cincinnati Grain & Hay Exchange. On the afternoon of June 17, a joint meeting of the three Ass'ns will be held at the Palace Hotel.

Bert Ball will deliver a new stereopticon lecture on crop improvement.

As a crowded condition is anticipated on account of other conventions that week, grain dealers are advised to engage rooms early, thru Carl Dehoney, sec'y of the Publicity Com'te of the Chamber of Commerce.

Cleaning Wheat in Judea.

The complexities of modern life as we know it have never troubled the peasants of Palestine. In this country the land is still cultivated with plows as primitive as those used in Biblical times. The grain is still threshed by flails, or else by driving cattle over it.

The grain is still cleaned by hand. The fotograf accompanying this article shows Judean peasant women cleaning wheat by hand. No elaborate equipment is necessary to put grain in condition for market. The much-harassed elevator man will gaze with envy at the pastoral simplicity of Judea. Here no pure food inspector comes to vex; here no railroad can dole out cars with autocratic independence; here no patriotic legislators spend their nights and days protecting their beloved "peepul" from the avarice and dishonesty of the elevator men. In Judea most of the farm products are used by the farmer and his family. The grain is threshed, cleaned, ground, baked into bread, and eaten without leaving the farm on which it was grown. This is another illustration of the philosopher's dictum that civilization is man's progress from the simple to the complex.

We cud not do without the Grain Dealers Journal. We have already gotten valuable and useful information from the columns of the Journal.—D. C. Edwards, Vice-pres. and sec'y, Edwards Elvtr. Co., Foraker, Okla.



Copyright by Underwood & Underwood, N. Y.
Cleaning Wheat on Samaritan Threshing Floor, Palestine.

The Grand Trunk Pacific Elevator At Tiffin, Ont.

The following illustration and plans show the plant designed and built by John S. Metcalf Co., for the Grand Trunk Pacific Railway Co. at Tiffin, a new lake port near Midland, Ontario, at the eastern end of Georgian Bay. This plant is one of the latest and most rapid handling of the large terminal elevators on the Canadian Shore of the Great Lakes. This Trans-Continental Railway Co. anticipated the enormous grain traffic which would ultimately be handled over its lines from West to East, for export. Large areas of fertile and as yet practically virgin soil would be opened. Their development would require the best of facilities, both by rail and by the Great Lakes to transport quickly and economically these enormous crops.

While Fort William is geographically an important link in this development, being the most western available lake port in Canada, Tiffin is an equally important station as the most easterly Canadian port, accessible to the larger lake vessels from the West. The lake traffic is interrupted each winter four or five months, so to get the advantage of the less expensive water haul, large storage capacity is

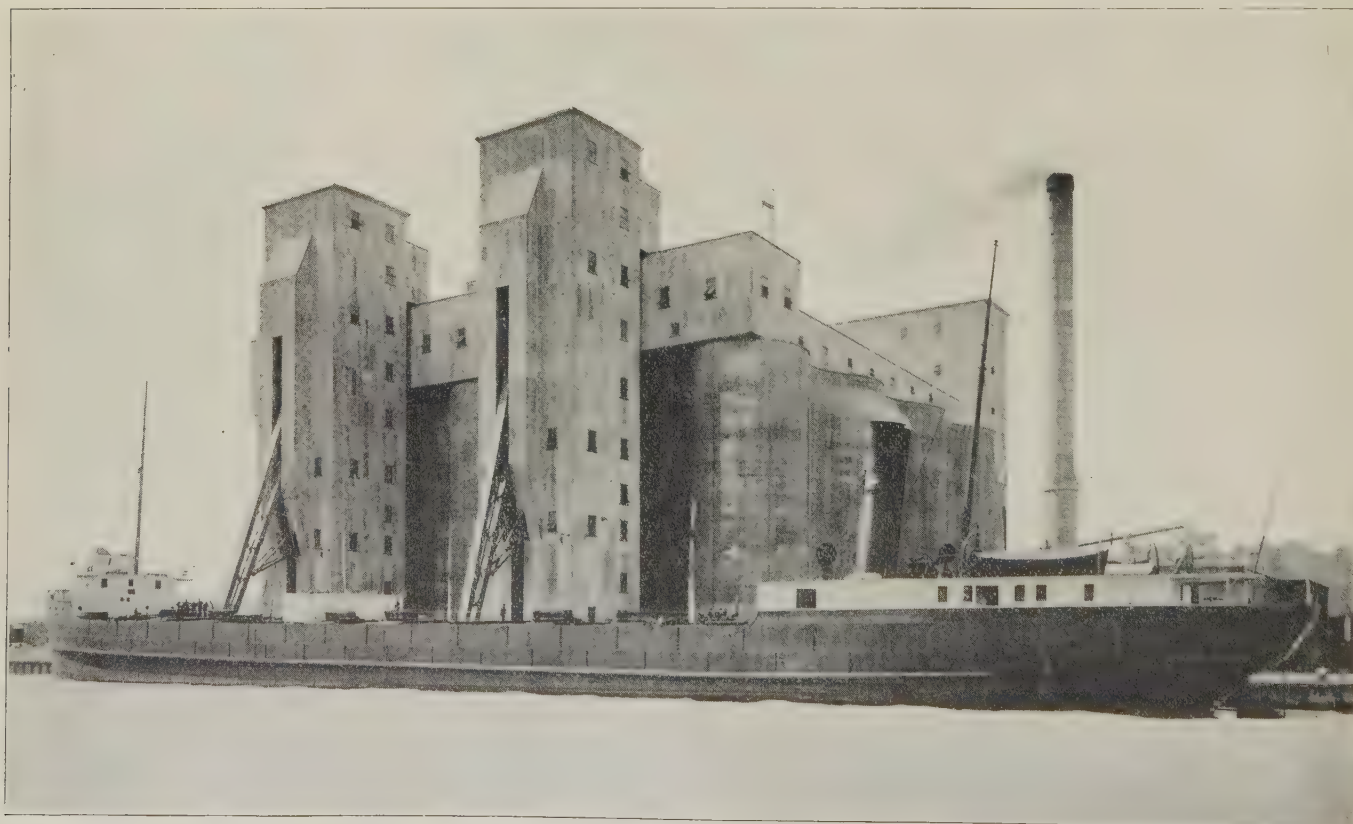
required at the head of the lakes, where grain is accumulated during the winter. For the same reason storage capacity is required at the eastern lake port where, however, the accumulation occurs during the fall rush, just before navigation closes, the storage being forwarded from this port by rail during the winter to the Eastern export terminals.

The geographical location of the Tiffin plant prescribes that its main object shall be rapid unloading of lake vessels, the storage of grain until ready for rail shipment, and the expeditious loading of railway cars. The design of the Terminal at Tiffin covers a storage house of 10,000,000 bus. ultimate capacity, of which 2,000,000 bus. was built as the first unit, together with a power house, marine towers and loading house. A notable feature of this layout, originating with the John S. Metcalf Co. in this terminal, is the placing of the storage tanks between the marine towers and the working house. The usual arrangement heretofore was to place the working or elevating house near the slip with the marine towers on the wharf in front of it, and the storage

house either at the back or at one end. The new arrangement separates entirely the receiving department from the shipping, each being carried on independent of the other.

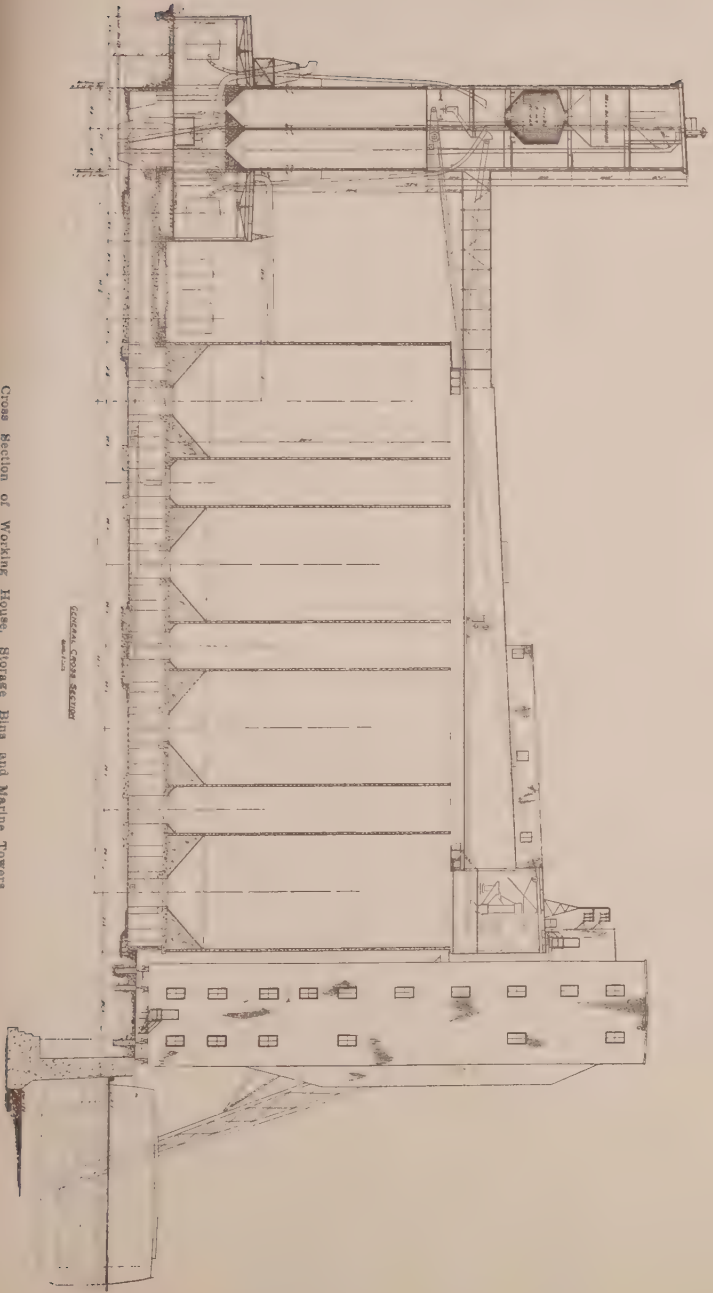
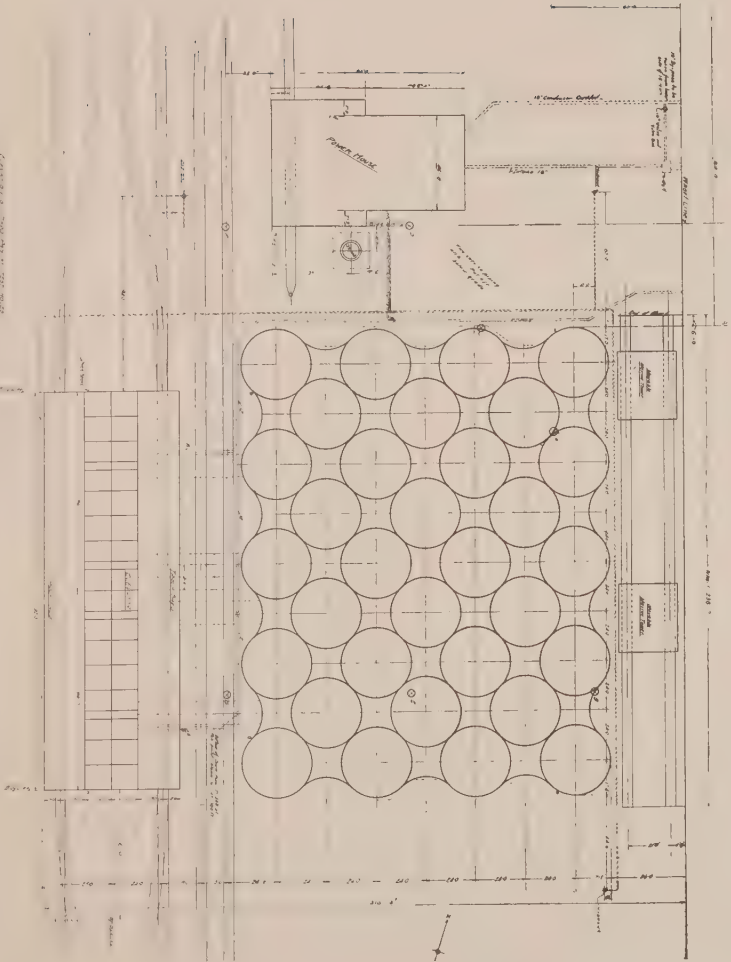
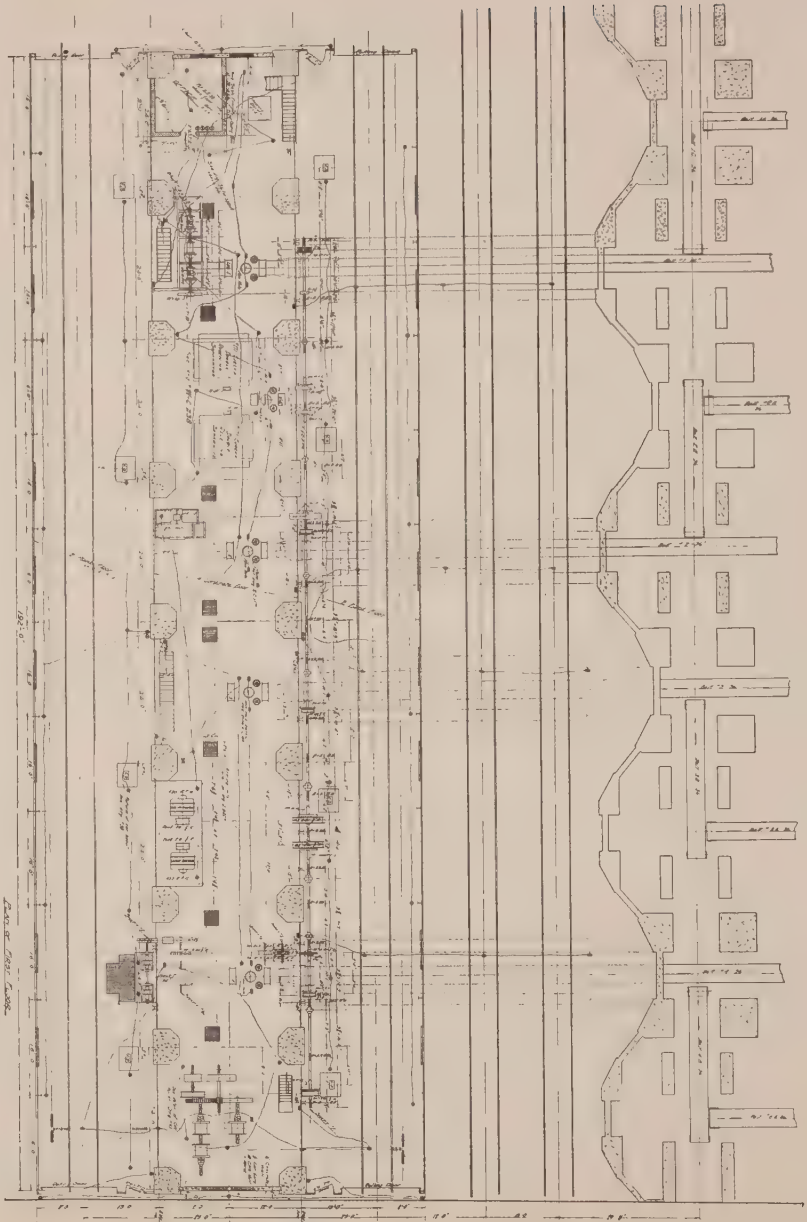
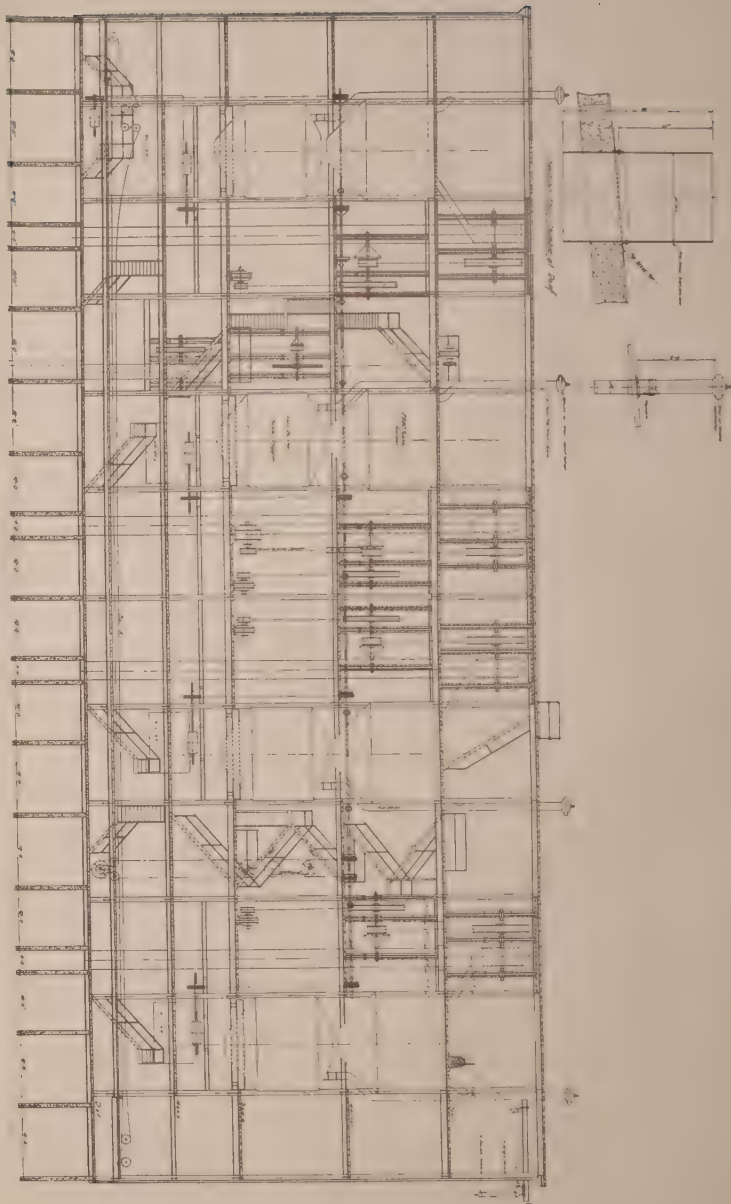
WHARF: The wharf is of concrete of massive proportions, as shown on the attached drawing. It extends along the water front of the elevator and also past the present structure to a total length of 730 ft. to allow for the future extensions of the elevator. The base of this wharf rest on hard pan or solid rock, 29 ft. below water level, to allow not only for the present 21 ft. depth of channel, but a possible future requirement of 25 ft. The retaining wall is about 6 ft. thick, and is supported on a base 18 ft. wide. It has a batter of about 1" in 3 ft. on the face and a double wale of 10"x12" oak timbers bolted on near the top. The retaining wall and three heavy concrete girders which are supported on abutments at frequent intervals along the wharf, and on extended foundations carry the two Standard gauge tracks of 80-lb. rails, upon which travel the two movable marine towers.

MARINE TOWERS: Thorough investigation of conditions and careful study of requirements led to the adoption of two marine towers, both of the traveling type, in preference to having one or both towers stationary. This is due to the vari-



The 2,000,000-bushel Fireproof Elevator of the Grand Trunk Pacific Railroad at Tiffin, Ont. Cost \$925,000.

(See insert for plans.)



PLANS OF THE GRAND TRUNK PACIFIC RY.'S REINFORCED CONCRETE TERMINAL ELEVATOR AT TIFFIN, ONTARIO.

ance in the spacing of the hatches on the lake vessels, and the difference in capacities of the holds. Both towers being removable, the boat to be unloaded has but to tie up at the wharf in front of the elevator, and the towers can be brot into action, each independent of the other. When one tower finishes at a hatch or empties a hold, it moves to another and continues its work without interfering with the operation of the other tower, and the whole vessel is unloaded with a minimum loss of time. Furthermore, with both towers movable, it is unnecessary to shift the vessel, which at times is not easy on account of the wind.

The following description of one of the marine towers applies to both, as they are exactly alike. The tower is built of structural steel, has 3" concrete roof and 4" concrete floors, and is enclosed with galvanized corrugated steel. It is 33 ft. long, 28 ft. wide and 145 ft. high. A projecting housing is provided to enclose the marine leg in front and an overhang at the back above the cupola of the storage. Electric motors are used exclusively in the operation of the tower; power being obtained through trolleys from cables on the roof of the storage house. Heavy steel cables attached to a rotating drum in the tower and to fixed anchorage at each end of the tracks, provide for the movement of the tower at a rate of about 10 ft. per minute. A substantial system of locks is also provided to hold the tower at the desired location while it is in operation and additional heavier anchorage at a fixed station to secure the tower in stormy and windy weather. The tower is equipped with a marine leg 96 ft. long from center of head to center of boot pulley. This leg is raised and lowered in slanting guides by a heavy power winch, counter balance weights being furnished to facilitate the operation. A power pusher enables the operator to push the lower end of the leg from the tower out over the hatch into which the leg is to go. On the dip or run down into a hold of grain this leg will elevate with ease 20,000 bus. of grain per hour. This capacity cannot be maintained, as when the elevator boot sinks to the bottom of the hold, the grain soon ceases to flow to the leg as fast as it can be elevated. To bring the grain to the leg, powerful marine shovels are used. The shovels operate on a principle similar to that employed for unloading cars. The shovels, are, however, much larger than car shovels, being about 30" high and 42" wide, are shaped more like an enormous scoop shovel, and are all steel with heavy steel straps around the edges and across the back. Two of these shovels are operated by the tower, a rope being led from a revolving drum in the tower around a tackle block near the elevator boot to a bridle attached to the shovel and another rope from the back of the shovel around a tackle block at a far corner in the hold, and thence through other blocks to another drum in the tower. The shovels are not operated by manual labor, but by air valves, which alternately engage and release friction clutches on the rope drums in the tower. As the heavy ship shovels are too unwieldy to gather all the grain from the sides and corners of the hold, they are followed by clean-up shovels. These shovels are more like car shovels, the operator engaging the clutch by an air valve on the handle of the shovel. Sweepers and hand shovelers finish the cleaning of the hold until the last of the grain is shoveled into the buckets of the marine leg. Frequently there are two or more hatches to the same hold in a boat. Then time is frequently saved by lowering

the leg into each of the several hatches to elevate as much of the grain as will flow by gravity to the leg, the shovels being used but once to clean out the hold.

The marine leg discharges into a garner, from which the grain is drawn and weighed in 400 bushel draughts. After being weighed the grain is dropped into a lower garner which feeds a lofter leg. This leg re-elevates the grain to the top of the tower, discharging into a large telescope spout in the overhang above the storage cupola. The lower end of this telescope spout moves along a track on the cupola roof, in which, at 12-ft. intervals are openings, through any one of which the grain may be delivered to either of the two reversible belt conveyors running parallel with the wharf. These longitudinal conveyors, by means of trippers, load the grain upon one of four 42" transverse belt conveyors, which discharges it into the desired bin.

If direct transfer from boat to cars is required the grain can be sent from the longitudinal conveyors directly to the working house, and after being weighed in carload lots, loaded into cars without going into storage.

STORAGE HOUSE: The tank storage for accumulation of grain during the lake shipping season consists of 32 reinforced concrete tanks resting on a heavy concrete foundation. The arrangement of these tanks also is out of the ordinary, as can be seen in the accompanying plan, and the 31 resulting or interspace bins are built so as to give minimum loss of storage at the scallops around the outside of the nested tanks.

Each circular tank holds 47,300 bus. and each interspace bin 14,000 bus., making a total figured spouted capacity in the storage house of 1,947,600 bus. All bin bottoms are hoppers at a slope of 10 to 12, so they are absolutely self-cleaning when the valves at the bottom are opened. The tank walls are 8" thick and 80 ft. high above the upper foundation slab. These walls are heavily reinforced with steel to withstand the lateral stress. The cupola above the bin walls is built of structural steel with galvanized corrugated steel covering. The roof and gallery floors are of reinforced concrete, the former being covered with five-ply tar felt and gravel roofing.

Belt conveyors are arranged so that grain can be returned to the storage house from the elevator when required. There is also provided a boat spout on the wharf side of the storage house, through which grain can be shipped by conveyors from the working house to steamers or barges where required.

In the basement beneath the bins there is a system of belt conveyors, four of which extend through tunnels to the working house. The grain is delivered to the conveyors from the bins through the rack and pinion valves, steel spouts and loaders, each belt carrying 15,000 bus. per hour. Therefore grain can be drawn from the storage at a rate of 60,000 bus. per hour if required.

THE WORKING HOUSE or shipping elevator is a rectangular structure, 24 ft. wide by 192 ft. long, and 157 ft. high above the base of rail. No piles were needed under this house, as the natural ground of hard pan and boulders supplies a most excellent foundation support. As this plant is not a cleaning house, but primarily a shipping elevator, it was built only of a size that would conveniently accommodate the necessary machinery and scales, and at the same time give the height required to load cars.

The house being exceptionally narrow, required heavy and extended concrete foundations sideways to give it stability. The superstructure is carried on a double row of heavily reinforced concrete columns 24 ft. centers. These columns are 6 ft. by 4½ ft. by 19 ft. high from the heavy supporting piers to the underside of the bin girders. The bin girders, about 2 ft. wide by 4 ft. deep, support a double row of concrete bins, each about 12 ft. square, a slab suspended from the girders supporting the bin bottom load. The bin walls are 8" thick, carried to a height of 54 ft. above the girders. The 31 bins in the working house have a total capacity of 150,800 bus. which, with the storage capacity of 1,947,600 bus., gives a total available storage of 2,098,400 bus. A passenger elevator and stairs occupy one bin space. Above the bins the cupola is of structural steel covered on the sides with galvanized corrugated steel. Floors, walks and roofs are of reinforced concrete, the roofs being covered with tar, felt and gravel.

A loading track runs through a steel shed at each side of the working house. Four elevator legs of 15,000 bus. capacity each carry the grain to the top of the cupola. Each leg discharges into a 2,500-bus. garner, from which the grain is drawn into 2,000-bus. scale hoppers supported on 120,000-lb. scales. Each scale can load grain into cars on either loading track and return it to any bin in working house or storage bins.

Altho cleaning is not an essential feature of this plant, two large warehouse separators are provided to take care of possible requirements.

POWER HOUSE: The numerous units requiring power in this terminal being so widely separated, electrical power was the logical medium to be employed. No cheap power being purchasable in this vicinity it was necessary to construct a generating plant on the elevator site. This power house is a brick structure about 60 ft. wide and 93 ft. long. In the boiler room there are four 250 horse power vertical tubular boilers, operating at a pressure of 160 pounds. This plant supplies the steam which drives two turbo-generators, one of 500 kilowatts and the other of 300 kilowatts capacity. Two independently driven exciter sets supply the direct current required to excite the fields of the large generators which are of the alternating current type, induction motors being used throughout the elevator plant. In order to increase the efficiency of the power plant to a maximum, a complete modern condensing plant was installed. The smoke stack is of reinforced concrete and extends 153 feet above its foundation.

GENERAL: A complete system of electric lights, telephones and electric signals is installed in all of the buildings. No expense has been spared in making the entire elevator plant absolutely fire-proof, the construction including wire glass windows and placing the electric wiring in conduits; even a hydrant system for extinguishing possible fires outside of the elevator, such as burning freight cars or burning vessels in the slip, has been provided.

Not only can the storage house be increased from its present capacity of 2,000,000 bus. to an ultimate of 10,000,000 bus., but additional marine towers may be added when it is desired to obtain a greater speed in unloading boats.

ELEVATOR SCALES.

BY CLAY JOHNSON.

The scale is vastly different from any other machine, and very simple. Nothing but a series of levers compounded in the simplest possible form; or in other words, it is the law of gravity harnessed.

In order to get a fixed number of multiplications in a lever, the distances must be divided *exactly*, and to accomplish this, it is absolutely necessary to use a system of knife edges. We have scales without knife edges; for instance, the Spring Scale and the Tortion Balance. The Spring Scale is in general use but not a dependable scale as it varies with the changing temperature and the strength of the springs also vary.

A few men have tried to get a substitute for knife edges, but their ideas have been exploded by the one little word "*friction*." The acme of perfection in the scale would be easy if it were not for friction. The manufacturer, who makes a dependable and high-grade scale, goes as far as possible to eliminate friction, wherever it is liable to appear in the scale. At every bearing provision is made to lessen friction as much as possible (that is, in the standard scales). The cheaper scales disregard this matter almost entirely.

As the knife edges get dull and the bearings get cut, friction naturally increases. This is one of the reasons why your beam works sluggishly when your scale gets dull.

I suppose there is less generally known about the technical part of scales than any other piece of machinery made. I account for this from the fact that the levers are generally hid from view. It is a misfortune that a scale does not stop weighing when it becomes inaccurate, the same as does any other piece of machinery, about the elevator.

Scales play a most important part in the grain business, and at the same time it is the most down-trodden and neglected piece of property used in the country elevator. Some dealers think just as long as the platform will carry the load, and the beam bobs up and down, it is all right. If you go to pay a bill, and your change is 10c short, you would register a "kick," but at the same time, you will continue to lose money, hand over fist, over an inaccurate scale, and think little and *do less* about it. In many cases, dealers think their scales are O. K. when they are not. For when you come to cleaning-up time at the end of the season, you have an unreasonable shrinkage, and you take it for granted.

THE FIRST REQUIREMENT of a scale is accuracy. To obtain this at all times, it is necessary for you to buy a reliable and dependable scale, install it properly, and take care of it properly after installed. If you neglect this, you will probably pay the bill. Take the steel frame scale; for instance; where all the holes are drilled, each part of it made so it will fit together properly; and in spite of it all, 30% of these scales are put in wrong. It looks as if the man who uses good judgment and common sense in doing other work, loses it all when he comes to building a scale. The average carpenter in assembling a scale, first puts the frame together, then proceeds to square it exactly, all of which amounts to nothing, as there are more important things than having the frame square. First of all, if it becomes necessary shift the frame in order to plumb your connections, as it is absolutely necessary that all connections and rods be plumb, and sometimes they will not hang plumb when the frame is

square. As the levers are not always sealed exactly at stated lengths, the nose-irons on some are out, or in further than on others. For this reason disregard the frame and plumb your connections.

IN THE CONSTRUCTION OF WAGON SCALES, you should make the pit not less than three feet deep, and build a heavy solid wall of some substantial material, *preferably concrete*. And make the wall heavy enough to insure it will not bulge out or in. If bricks are used in the wall it should be at least 18 inches thick, at ends and the side walls 12 inches. If you use concrete in the walls, the end walls should be at least 12 inches thick and sides 10 inches. And the most important of all, after the scale is built, put a cover over it when possible. The steel frame scale is preferable to a wooden one as it will last much longer when exposed to the weather, than will a wood frame. It also makes a more rigid scale, consequently, it is more sensitive.

A fair test for different scales depends upon the scale being tested. If a scale is properly constructed, in seal and not dull, 50 lbs. would be a fair test as any, from the fact that it needs no test under these conditions. But to ascertain, if these conditions do exist, it becomes necessary to use a larger weight. If 1,000 lbs. is used properly, it is a fair test for any scale excepting the larger hoppers and railroad Track Scales. In testing Wagon Scales, we put a 1,000 lb. on each corner. This is practically the same as 4,000 lbs. on the center of the scales. We also use weights in addition to a heavy load when it is possible to get one, this way, we usually get a test up to, or close to the capacity. By using 1,000 lbs. on each corner, we are able to detect any variation that might exist. Then by so using 1,000 lbs. it is by all means, a fair test for a Wagon Scale.

The only way to determine whether a scale is correct or not is by using test weights, by rolling a load from one end of the wagon scale to the other and such like does not test your scale. For one corner on one end may be 10 lbs. heavy, and the other corner on same end may be 10 lbs. light. Then one lever would be transmitting too much weight, and the other not enough. This would have a neutralizing effect and show the scales correct, while it would really be in error.

To test a scale correctly you must have weights that are correct. Weights that are sealed with a screw-plug in the bottom or those which have a large hole in the bottom filled with lead may be changed without your knowledge, and you have no way to learn this until you have the weights resealed. If you want to do accurate work, you must have perfect weights.

IN TESTING HOPPER SCALES we test the scale empty, then load it to about the capacity, and use the weights in addition to the load. And if it shows a little tricky, we put in several different sized draughts, using the weights in addition to each draught. In this way, we generally are able to detect any existing error. However, there are times when the error goes undetected, from the fact it is not always visible.

Hopper Scales are in use which are absolutely unfit for weighing grain. Some of them are setting upon stilts, some lie against walls, some with concrete on one side, and cribbing on the other, and in all other imaginable shapes and forms. It is quite impossible for a man to adjust or regulate this class of scales from the fact he is seriously handicapped as the scales are already installed, and he has little

chance to remedy them. You that have this kind of scales need not expect satisfactory weights in any market, as they will not weigh the same on any two draughts, or the same on any two days. The only salvation for this class of scales is to replace and rebuild them, and in many cases, this would necessitate building a new elevator. I do not mean to condemn the particular kind of scale you use, but rather the conditions under which you expect to get satisfactory results.

Now the question is: What has the country elevator man done to solve this important problem? Some take the proper care of scales, have them tested regularly, etc., and there are others who never look after their weighing facilities, only "kick" if they have shortages.

THE PITLESS SCALE causes the country shipper a world of trouble. One dealer said he was placed between the Devil and the deep blue sea, by it. It is commonly known as the "Pitless Scale," or rather the useless scale. It is used principally by the farmers for the purpose of checking the scales used at the elevators by the grain men.

This type of scale is liable to weigh any way (except the correct way) after being used for a while. When it is weighing a bit heavy, the owner has lots of faith in his scale, but when it begins to weigh light, your weights are good enough. There was a little instance that happened last winter down in South Central Illinois that I want to relate; There were two farmers, both had the Pitless Scale. Smith had hay to sell and Jones had hay to buy. Smith's scales were weighing light, and he knew it. Jones, who had to buy, had scales that were weighing heavy, and he knew it. Smith suggested to Jones that they weigh the hay on his scales, and Jones thought they had best weigh on Smith's scales, so they finally compromised by taking the hay to the elevator and weighing on the standard scales that they both had *hidden* faith in.

On these Pitless Scales, there are only 8 inches of depth in which to place all bearing and hang levers, and it is quite impossible to get a reliable and substantial lever and bearing and not use more than 8 inches of depth, in which to hang them. The splices they use on these scales resemble a "hoe handle" and are just about as substantial.

THE AUTOMATIC SCALE is an improvement over the old style hand scale and is being largely used as a loading scale by the grain dealers throughout the country. It is becoming more and more popular every day. This type of scale is here to stay.

However, there are two parties who do condemn the Automatic Scale, the one who never used it and the one who has never given it a chance after he had used it.

The Automatic Scale is no exception to any other scale. It is no longer complicated, but on the other hand is very simple and a reliable scale, if properly installed and cared for. Some parties regard it as being too automatic. They think all they have to do is to push the weigher button and it does everything else. Some of these parties who weigh on Automatic Scales, expect the scale to load the grain correctly, and then seal the car. I was at an elevator last winter inspecting an Automatic Scale. I told the party in charge to tell me from the start how he operated the scale, so that I might know if he thoroughly understood it, and whether or not he was operating it correctly. "Well," he says, "I start to elevate my grain, and when I think it has got to the

scale, I pull the string" (he had the string tied to knock off bar of the scale to operate the admission gate): I said to him: "Then what do you do?" He said, "When the car gets full, I stop elevating the grain." I said, "Don't you ever adjust the scale when starting to load?" "No, I am not going to run up the steps every time I want to load a car." It would not be fair to condemn this particular Automatic Scale, because the weights were not satisfactory. It is easy to see who was to blame.

The most desirable place to install an Automatic Scale is on the working floor, under bins. When this is not possible, and you put it in the cupola. It is necessary that you build a receiving hopper above the scale with a capacity of at least three or four times that of the scale, the larger, the better. This hopper serves for a double purpose; to keep an even flow of grain into the scale, and to prevent choking up while adjusting or testing scales. If you are elevating 1,500 bushels per hour, and your scale has a capacity of 2,000 bushels per hour, the hopper above the scale is always empty. Then the purpose of having the hopper above the scale to guarantee an even flow of grain has miscarried. With the Automatic Scale, you should at each draught fill the weigh hopper full. Just so long as the bulk of the grain in the hopper does not interfere with the working of the admission gate, the shorter the column of grain in suspension, less is the liability to error.

Using an Automatic Scale is one way to eliminate a large percentage of shortages. If I were paying claims for railroads I would rather chance Automatic weights than the average hopper weights. However, I would first want to know, for certain, three things. That it was installed properly; that it was in good repair and working order, and that the party in charge understood the scale thoroly. After knowing this I would have no hesitancy in accepting automatic scale weights.

The Automatic scale *can* and should be inspected and tested the same as any other scale. In fact, if anything it is more important that it should be inspected regularly.

In order to get accurate weights at all times, buy standard scales, and the best; don't spare expenses in installing them. Make the first cost the last cost, and it would be a good idea when you buy a scale to specify at time of purchase that the scale company furnish a competent man to superintend the erection. This small additional cost will be a good investment.

I like the Grain Dealers Journal very much.—C. K. Johnson, Kanawha, Ia.

BOOKKEEPING FOR THE Grain Dealer.

BY W. O. HEY.

Every elevator man ought to keep a detailed set of books, and keep them absolutely correct. In talking with grain men around the country you find that only a few do it. Some keep "books," but they are merely memorandums. Few are able to tell in a few minutes how they stand financially. Many do not even go to the trouble to find out at the end of the season or the year, where they stand.

They do not know how many bushels of grain they handled, how much they gained or lost, how much shrinkage they had, how much it costs to handle a bushel of grain, or how much margin they need to get to stay in business permanently. They simply keep on buying and selling grain till one day their banker tells them: "Good friend we can't let you have any more money!" If he is wise, he will sell out to another fellow, who will try the same thing over; or may be, he will get mad at the banker, and try to help himself. What is the result? He stores grain free of charge for Mr. Farmer, ships it out and uses the money to save the interest, until some morning the sheriff calls him out of bed.

Why are so many elevators advertised for sale? Why are so many elevators built every year, where there is no room and no need of them? One reason is that so many grain men do not keep books properly. They think they are doing a great business. They and others think they are making lots of money, when they are actually losing what they have made.

When I say, Keep a correct set of books, I do not mean that there must be a complete set of double entry books, because very few are able to do this. (If you can do it, so much the better).

In every elevator office should be kept at least the following books:

The scale or weigh book, by which you settle with the farmer.

A cash book in which you enter on one page all the money received, and on the opposite page every cent that is paid out. Add to this page at the end of the month the balance in the bank and it should tally with the first page.

A book for the Sales, Shipment and returns. The best book for this is form 14 A.A., published by the Grain Dealers' Journal. The book provides space for a complete record of each sale.

A loose leaf ledger to keep account with the different firms to whom you sell.

A loose leaf account book, with ruled leaves for the following purposes:

(a) Bought: With a record of date of check paid out, No. of check, To whom

paid, Kind and amount of grain, Price per bushel, Amount paid.

(b) Contracts with the following records: Name of Farmer, Date, Price per bushel, Kind and amount of grain, Amount delivered, date delivered. Date to be delivered.

(c) Shipping record, with record as follows: Whose grain, Date of shipment, Car No., Kind of Grain, Grade, Destination, Amount of grain, Date of accounts, etc., Amount net received for car.

(d) Record for money advanced, Date of check, No. of check, Name, Allowed on check No., Amount advanced.

Besides this a small book ought to be kept for the expenses, in order to show to the very cent how much it costs to run your elevator during the month and year.

With these books you can see in a few minutes how many bushels of wheat, oats or corn you have taken in, or shipped out, how many bushels you have in the house and how much money you have on hand. With the aid of these figures you know, whether you are making or losing money.

At the end of the season, at least at the end of the year, a cut-off should be made (when the elevator is empty, or almost empty), and every pound of grain on hand weighed, you can then readily see that if you have handled, for example, 225,000 bus. of grain during the year and your expenses were \$2,712.50, that it cost you 1 1/4c per bu. just to pay the running expenses. If your investment is \$12,000.00 you have to make 1/3c per bu. more to pay 6% on your investment, or a total of 1 7/12c per bu. What you make more or less, means profit or loss to you.

Try this only one year, and you will run your business next year more on business principles, and this will be for your own, for your competitors and for Mr. Farmers' benefit.

Surrender by Bank of B/L for Less than Amount of Draft.

L. R. Hays of Chicotah, Okla., shipped a car of corn to L. L. Shields of Santa Anna, Tex., at 63 cents per bu. and made draft at that price thru the Commercial Bank of Chicotah.

Upon arrival of the corn Shields wired Hays that the grain was not as he had bot, and offered 55 cents.

Contrary to instructions the First State Bank & Trust Co. of Santa Anna delivered the B/L to Shields, taking his check for \$121.88, which covered the value at 55 cents, less freight.

The Commercial Bank brot suit against the First State Bank for the full amount of the draft, and was given judgment, but for only \$121.88, the Court of Civil Appeals of Texas holding in a recent decision that regardless of the amount of draft the Commercial Bank cud recover no more than the shipper, Hays, and no more than the value of the corn, which was shown to be 55 cents.—153 S. W. Rep. 1175.

ELEVATOR AT AUBURN, N. Y.

That the grain business is still active at some of the cities of the effete east is indicated by the engraving, which shows a line of wagons waiting their turn to unload grain at the elevator of Cady & Co., Auburn, N. Y.

Situated in the rich territory of Central New York and with a population of over 32,000 Auburn affords Cady & Co. an opportunity to handle flour, feed and seeds to advantage as well as grain.



Grain Elevator and Warehouse of Cady & Co., at Auburn, N. Y.

PENALTY CLAUSE KNOCKED OUT BY COURT.

The Supreme Court of Iowa on Apr. 10, 1913, in the suit by Henry Reeves against the Farmers Co-operative Society of Decorah, Ia., held that the clause in the by-laws of farmers co-operative societies providing that members who sell their grain or live stock to other dealers shall pay a penalty to the co-operative company on all produce so sold, is an unlawful restraint of trade.

The co-operative society had about 350 individual stockholders living in the vicinity of Decorah, and had been doing business 2 years, buying 24,628 hogs, at a net gain of \$29, but not paying a dividend. The manager testified: The purpose of the incorporation of this society was to establish a market where the farmers would receive for their hogs what they were worth here in Decorah. The market at the time the company was incorporated was not considered a good hog market. The society was organized for selling their hogs and buying them, or any farmer who preferred to ship his own stuff could ship it thru the company by paying 5c a 100 on hogs shipped or \$5 a car load.

The by-law provided:

In order to insure future success and prosperity of this society its members and shareholders are required to sell all their marketable produce and live stock to the society. Any member or stockholder who may prefer to sell his produce or live stock to a competitor in this market shall forfeit to the company and pay over to its treasurer, from the proceeds received for produce or live stock so sold to other firms or competitors, the amount as follows: Five cents for every one hundredweight sold to any competitor.

Plaintiff Henry Reeves was a local hog buyer at the town of Decorah, buying for the Chicago market and he claimed that the society was so organized to drive him from the field, and was operated so as to force him to pay more than the market price or to get out of business at that place.

Ole Ellingson, hog buyer for the society, testified: At various times during the last year members of our society came to the market with hogs, and I made a certain bid on them, and Mr. Schoonmaker as representative for Mr. Reeves also bid on them. Q. How much was Schoonmaker compelled to bid for hogs that belonged to members of the society more than the society would bid before he could get them? A. No limit to it whatever. Q. Do you know of him paying 10 cents a hundred more for hogs than you had offered to members of your own society? A. Yes, sir. Q. What do those members do with a part of that money, the excess paid; do they refund to your company? A. Since the 14th day of December, 1909, they have paid me five cents a hundred for the company. Q. Whenever they sold hogs to a competitor in the market, then they paid to you as treasurer of the company five cents a hundred? A. Yes, sir.

Judge Deemer, for the Supreme Court, said:

True it is that each of the members of this ass'n might have concluded not to sell any of his hogs to the plaintiff, and, perhaps, all might have agreed in advance not to do so. This would have been freedom of trade. But here there is freedom of trade in form, but annexed to that freedom is a fine or penalty for exercising such freedom. This is restraint of trade, or rather restraint of competition. That such fine or penalty made the society an illegal one is to our minds too clear for argument.

Plaintiff was placed at a disadvantage and could not compete with the society in purchasing hogs from its members, and plaintiff. If they dealt with him, he either forfeited his profits, by reason of having to pay too much for his hogs, or they forfeited a part of the purchase price as a penalty for selling to another. To our minds, this was undue restraint of competition, or, as the term is now understood, "restraint of trade."

Next, it is contended that, conceding the arrangement and agreement is illegal, plaintiff is not entitled to an injunction to restrain the defendants from carrying it out. It seems to us that plaintiff has suffered a wrong and that he is threatened with further injury to his business, growing out of defendants' illegal acts. In virtue of his being a competitor with the defendant ass'n, he has the right to free and untrammelled competition with it, and if thru illegal means he has been made to suffer in the past, and will do so in the future, he is entitled to the protective arm of the court. If, for no other reason, he is entitled to an injunction to avoid a multiplicity of suits. In at least two cases it has been held that one circumstanced as plaintiff may maintain an action to enjoin the illegal acts.

The decree of the trial court was as follows: * * * That the defendant corporation, Ole Ellingson, manager and treas., A. T. Holton, pres., and Ed. Sellman, sec., of said corporation, and each of them, their servants, agents, officers, directors, and employees, be and the same are hereby perpetually restrained and enjoined from exacting, collecting, receiving, or in any manner accepting any sum or amount whatever from any bid made by any competitor upon the general market at Decorah, Ia., and vicinity, as an inducement or condition upon which said sellers shall or may sell or dispose of live stock to plaintiff, his servants, agents, or employees, and that plaintiff have judgment against defendants for costs."

This sufficiently guarded the rights of the defendants. It seems to be correct, and it is affirmed.—140 N. W. Rep. 844.

THE LEVY BILL, designed to prevent alleged discrimination by the New York Stock Exchange against members of the Consolidated Exchange, passed the New York Senate May 1 by a vote of 29 to 13, and is now ready for the Governor's signature. This is one of Gov. Sulzer's bills to reform Wall St.

LABELS shud tell the truth. The Chicago man who advertised that he had "loaded dice" and other crooked gambling devices for sale, and that they were for the purpose of catching "suckers," evidently had faith in the old injunction, "tell the truth and shame the devil." After being sentenced to three years in prison for fraudulent use of the mails, the Federal Court of Appeals released him on the ground that he did not misrepresent his goods.

MILLERS declare that with flour free, and a duty on wheat, they will have to go out of business. If the American millers quit operating the wheat growers will have to export their grain crops, and the American consumer will have to import flour from some foreign country. At interior points the freight charges will protect the milling industry; but on the seaboard British millers with their lower cost of manufacture, under certain conditions of crops and markets, will be able to undersell American mills.

SUGAR from corn is alleged to be possible by a process invented by F. L. Stewart, a Pennsylvania chemist. The corn is cut in the milky stage of growth and the stalk yields 88% of juice. This juice yields 13% sugar. W. A. Noyes, editor of the Journal of the American Chemical Society, in commenting on the process says: "Even if 13% of sugar could be obtained from corn stalks, as stated, the process could not possibly compete either with sugar manufactured from beets, or with sugar made from the sugar cane."

FRISCO FILES TRANSIT Rules.

The milling-in-transit rules filed by the St. Louis & San Francisco R. R., effective May 22, are much more liberal than the rules first proposed. This change was brot about by the vigorous protest made by southwestern millers. The Frisco System is the first of the southern roads to file revised rules.

The more important provisions of the transit rules are as follows:

In the movement of grain no distinction shall be made in the different varieties of the same kind of grain. When grain or the products of grain are manufactured from different varieties of the same kinds of grain, freight bills for any one of the component parts of the blend or mixture will be accepted as representative of the outbound shipment.

It is not practicable to preserve the identity of grain or seed unloaded into transit houses, but the same kind of grain or seed may be blended, mixed or milled and an equal amount of the grain or any products thereof, less the loss in manufacture, may be forwarded on freight bill for any inbound grain entering into the blend or mixture.

On shipments of grain and seeds moving out of C. G. W. Ry. elevators, this company will absorb that line's switching charges in addition to an intermediate switching charge of \$2 per car when destined to competitive points in Oklahoma on and south of a line drawn from Clinton, Okla., via the C., R. I. & P. Ry., thru Oklahoma City to Holdenville and south on the Frisco to Texas state line, also all points in Texas and Louisiana, all points Memphis, Tenn., and beyond, including export via the Gulf ports."

On cars of alfalfa hay, corn and oats shipped into mills for the purpose of manufacturing alfalfa meal and feed, the Frisco will absorb connecting line's inbound switching up to \$4 per car on alfalfa and \$5 per car on corn and oats when destined to competitive points via our rails.

Transit privileges are allowed at Kansas City at industries located on our rails on grain originating at points on the Burlington where the rate to Kansas City is 15 cents or less, when destined to California terminals via Waynoka, trans-continental issue.

Agents at milling or elevator stations will render monthly reports to the auditor freight accounts, on form No. 1243, showing all traffic which has been forwarded under the terms of this tariff. The original expense bills applied must accompany the report.

Freight bills covering receipts via one line shall not be surrendered against shipments out over another line, except where thru rates are in effect via the transit station.

The tariff provides that the new rules are to become effective May 22, but, inasmuch as section 3 (d) provides that the rules will apply on tonnage on hand at the time the rules become effective, the rules are practically put into effect at once.

Effect of Grain Duties in Germany.

The effect of the protective duties on grain placed by Germany in 1879 is given in a book by L. Brentano. The author first states the causes and conditions which led to the establishment of the protective grain tariffs in 1879.

Most of the book is devoted to pointing out and illustrating some of the advantages and economic drawbacks of these duties. The duties on the four principal grains cost each consumer an average of \$4.74 annually, or from 1% to 7% of the usual family income.

Mr. Brentano found that the duties did not cause a suspension of imports nor prevent a further decline in prices, that the profits by reason of the tariff went exclusively to 19% of the farming population chiefly large landowners, as the small farmers do not produce enuf grain for their own use, and that grain duties had no tendency to render German agriculture capable of competition with other countries.

CAREFUL COOPERING Aided by Northwestern.

The Chicago & Northwestern Ry. Co. furnishes to shippers at all stations on its lines where grain is loaded an ample supply of paper, burlap, nails and strips for minor repairs. Repairs requiring heavier carpenter work are made by the railroad company at its own shops, no cars being tendered to shippers for grain loading unless in good condition.

The company has sent to station agents copies of the illustrated folder by H. A. Foss, chief weighmaster of the Chicago Board of Trade, on "Car Coopering;" and has followed this by a smaller brochure on "Helpful Hints for Careful Cooperers" as follows:

The free use of burlap, cheese-cloth or paper in preparing cars for grain, will aid materially in preventing leakage. Agents at grain loading stations must keep on hand a supply of burlap, small nails and lath to furnish elevators and warehouses where grain is loaded in order that cars may be placed in proper shape for loading.

Cars with broken door or end posts are unsuitable for carrying bulk grain.

Special attention should be given to the ends of cars, both inside and outside.

Any cracks caused by short floor-boards at the side sills should be tightly covered with burlap or cloth, held in place with a wooden cleat. Also use burlap or a piece of board, or both, to cover any cracks or defects you may find in the floors. Do not leave any car that you are coopering until you have assured yourself beyond all doubt that the floor is grain tight.

Repair all broken and defective places in the linings of each car, using burlap and pieces of boards for the purpose.

End-door openings must be boarded over with tightly fitting boards.

Before attaching grain doors, tack burlap pads on the face of all door posts that are filled with old nails, spikes or other obstructions that would prevent the grain doors fitting tight against the door posts.

Securely fasten any loose sheathing boards you may find. Where sills have rotted, a burlap pad fastened underneath with a strip of board, will prevent leakage between the sheathings and the sill.

Spliced grain doors are unsatisfactory and uncertain. When this must be done, place the doors so that the customary nailing space is obtained, and allow the remainder of the doors to extend across the door-way, which will give the greatest amount of over-lap. The more the doors over-lap, the stronger the splice will be. Bear in mind when splicing doors that all nails must be clinched. Nail an upright brace near the center of the doors on the outside and secure it where possible by placing a cleat at the floor.

After cars are loaded, go over them carefully to be sure they are grain tight.

When cars of grain are found leaking in a yard or train the agent, conductor or car repairer must make the necessary repairs

and in addition make notation on face of way-bill that car was found leaking, giving date and point at which such repairs were made and sign their name to it, they should also keep a similar record in their train book or at the station.

H. C. Howe, freight claim agent of the Northwestern, states that on his road the losses of grain and consequent claims for loss of grain have been materially reduced since the car coopering campaign was inaugurated.

Mr. Howe says "I read the Grain Dealers Journal regularly, checking over the reports from grain dealers in its department "Leaking in Transit" to learn of leaks on our lines, and whether Northwestern cars are reported leaking on other lines. When a car is reported leaking we see to it that it is repaired before being put again into service."

STORING OATS IN ILLINOIS.

By Traveler.

A number of elevator men are shipping their oats and as a result a long tale of woe is on tap. The oats were taken in wet last fall and are all badly bin-burned. One dealer said, "I stored about 70,000 bushels of oats for the farmers last fall and have bought them all during the winter. Every car is losing me from five to fifteen cents per bushel. Some of the oats are almost fire-burned. I wonder if grain men ever will learn to quit storing oats."

Another said, "I want to sell out; I have been stung again on storing oats for farmers. They are so badly burned that I lose about ten cents a bushel."

Another said, "I stored about 80,000 bushels of oats last fall. When I get within six blocks of my elevator I smell the oats and then inquire as to my bank account. It requires the Wisdom of Solomon, the Patience of Job and the Love of God to keep from cussing the oats storing business."

THE NORTH AMERICAN Grain Export Ass'n has gained two additional members, E. P. Pfarrius & Co., New York, and H. P. & F. Harrison, branch of a large Liverpool grain firm.—C.

THE GRAIN RECEIVERS Ass'n of Chicago recently adopted resolutions protesting against the free admission of imports of wheat flour, while at the same time the raw product (wheat) must pay a duty.

The Santa Fe Grain Door.

Operating several thousand miles of road in the grain producing territory the Atchison, Topeka & Santa Fe Railroad Co. for several years past has been deeply interested in eliminating the leakage of grain from cars. As supervisor of the weighing buro, Mr. F. C. Maegly, ass't gen'l freight agt. has given cooperage his personal attention with substantial results.

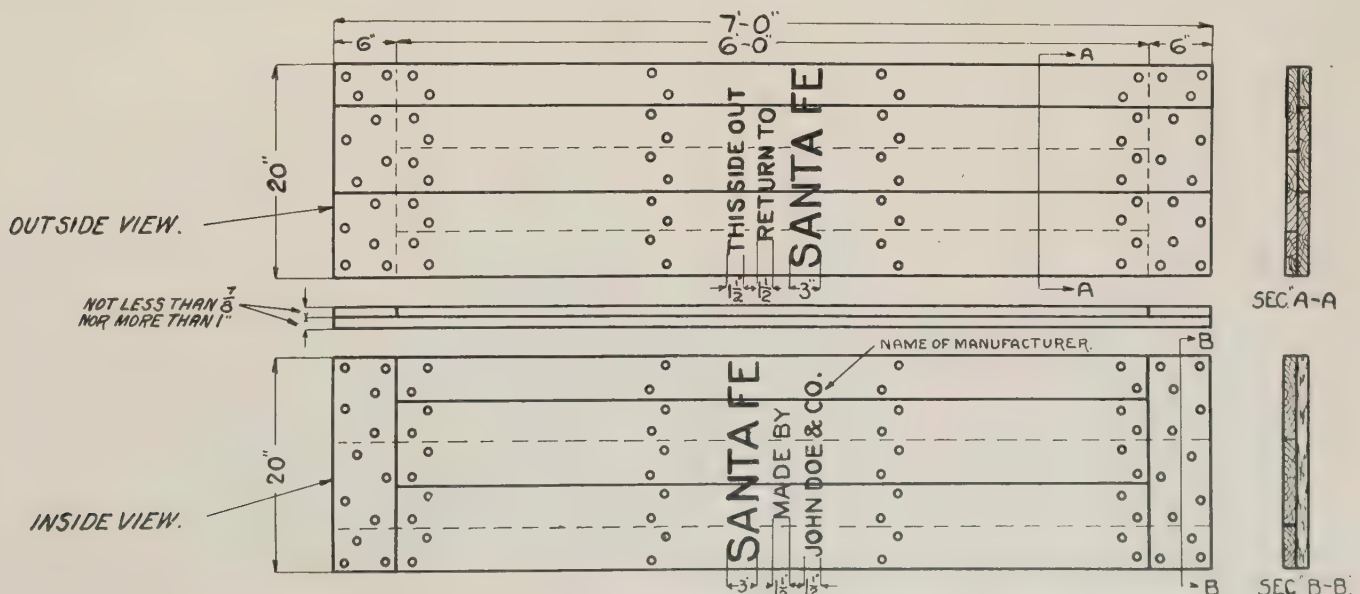
One of the essentials in preventing leaks was to establish a standard construction of grain doors thru which no grain cud escape, that cud be put together by an ordinary carpenter and be serviceable under all conditions. Mr. Maegly and the cooperage com'tee of the A., T. & S. F. gave very careful consideration to design of the door, and worked out the style of door shown in the engraving.

This door is double thruout and does not shiplap on either edge. It was decided that the even edges were better than the shiplap, and that in the event of a weak door suitable bracing would be specified and required. The engraving shows the inside and outside and two cross-sections.

The door is made of two courses of lumber laid lengthwise, all boards of full length of each course. At each end of the short course are cross bracing strips, the short course plus the strips equaling the length of the long course. Each door is 7 ft. long and 20 ins. wide.

The specifications provide that the lumber may be pine, hemlock or basswood, thoroly seasoned, free from warp, rot or shakes. The lumber in each door must be of uniform thickness and must be not less than 3/4 nor more than 1 inch thick, and of any width over 2 ins.; but each longitudinal joint shall be covered by a board that extends not less than 3 ins. on each side of the joint.

The short course must be nailed to the long course with 4 rows of clinched nails, 10 nails in a row and each end strip with 12 nails, all staggered and spaced as shown, driven home and properly clinched. Where lumber is wider a greater number of nails must be used. The door when completed must be grain tight, with no holes or cracks extending thru the door. Clinch nails must be not less than 2 3/4 ins.



Inside, Outside and Cross Sections of Santa Fe Grain Door.

Seeds

The Lamar Seed Co. of Lamar, Colo., is now under the management of F. W. Salor.

Charles J. Dwight, pres. of the Dwight Seed Co., Reading, died recently at his home at Mt. Penn, Pa.

Lafayette, Ind.—Dealers at meeting here May 1 reported the clover crop as being exceptionally fine.

The New Jersey seed law passed Mar. 26, 1912, is given in circular 12 of the New Jersey Experiment Station, Brunswick.

The Quincy Grain Co. will erect a large fire proof concrete seed house at Quincy, O., this summer.—W. S. Nisonger, mgr. and treas.

The American Seed Trade Ass'n will hold its 31st annual convention at Hotel Statler, Cleveland, O., June 24 to 26.—C. E. Kendel, Sec'y.

The first transaction in October delivery clover seed in the Chicago market took place on May 6 when 6,000 lbs. sold at \$12.80 per 100 lbs.

Chicago received 71,000 bus. and shipped 22,000 bus. of flaxseed in April, compared with 129,400 bus. received and 44,200 bus. shipped in Apr., 1912.

Peoria received 150,000 lbs. of seed and shipped 270,000 lbs. during April; compared with 120,000 lbs. received and 30,000 lbs. shipped during April, 1912.—John R. Lofgren, sec'y Board of Trade.

The average date of clover seeding in Ohio is given as Mar. 28, and the estimated acreage is 95% compared with last year in the official report of the Ohio Dept. of Agriculture issued May 1.

Minneapolis received 742,360 bus. of flaxseed and shipped 154,600 during April; compared with 468,040 received and 111,030 shipped during April, 1912.—John G. McHugh, sec'y Chamber of Commerce.

The condition of clover in Missouri on May 1 was excellent, being 97, as compared with 73 one year ago. Timothy is 94 now, 86 then; alfalfa is 94 now, 74 then.—T. C. Wilson, sec'y State Board of Agriculture.

Milwaukee received 68,400 bu. of flaxseed and made no shipments during April; compared with 61,200 bus. received and 5,800 bus. shipped during April, 1913.—H. A. Plumb, sec'y Chamber of Commerce.

Duluth received 1,193,712 bus. of flaxseed and shipped 1,015,879 bus. during April; compared with 335,523 bus. received and 297,530 bus. shipped during April, 1912.—H. A. Plumb, sec'y Chamber of Commerce.

Tariff bill does not affect clover, timothy or alsike. They all come in duty free. The pure seed law, put in force two months ago, will prevent some of the undesirable seed from being marketed here.—C. A. King & Co.

Government seeds are called "junk" by the agricultural department of the Grafton High School, Grafton, N. D. Out of eleven samples tested only one made even a fair showing. All of the others tested below 50% and one sample tested 6%. "Seeds of this quality," says the bulletin, "might be of some value if sent out in ton lots to be used as fertilizer."

The Port Arthur Grain Co. of Port Arthur, Tex., is constructing a corrugated iron warehouse 22x140 ft. on a concrete foundation in which to store feed. J. S. Gordon & Co. of Beaumont, Tex., are interested in this company.

Cincinnati received 1,361 bags of clover seed, 3,030 bags of timothy seed and 6,857 bags of other seeds during April, and shipped 3,906 bags of clover seed, 2,902 bags of timothy seed and 8,258 bags of other seeds, all bags containing 100 lbs.

The Milwaukee Chamber of Commerce com'te on arbitration of grass and clover seed consists of the following recently appointed by Pres. P. P. Donahue for the ensuing year: L. L. Runkel, W. A. Hottensen, S. G. Courteen, L. Teweles, G. C. Holstein.

Kansas City received 150,700 bus. of kafir corn and shipped 141,000 bus. in April, compared with 198,000 bus. received and 206,000 bus. shipped in Apr., 1912. No flax was received or shipped during April.—E. D. Bigelow, sec'y Board of Trade.

Toledo seed stocks on May 1 were 1,433 bags of red clover, 35 bags of alsike and 8,986 bags of timothy, compared with 9,292 bags of red clover, 1,038 bags of alsike, and 17,137 bags of timothy seed on Apr. 1, decreases of 7,859, 1,003, and 8,151 bags, respectively.

Toronto, Ont.—Clover made a good catch, and entered the winter in a more forward condition than fall wheat. Some heaving has been reported, but the present condition of the fields is fairly favorable, notwithstanding the light protection of snow, especially during midwinter. Like fall wheat, clover has yet to pass thru the trying time of April—Ontario Dept. of Agriculture.

"Egyptian" corn, grown from grain said to have been found in the casing of an Egyptian mummy, was the cause of a \$10,000 libel suit filed by Jas. A. Everett of Indianapolis, Ind., against the Equity Farm Journal. The Journal published an article in Jan., 1908, stating that Everett bot his "Egyptian corn" at 65c a bushel, at Chicago, and sold it in packages at 12 kernels for 25 cents.

Chicago received 370,000 lbs. of timothy seed, 12,000 lbs. of clover seed, 83,000 lbs. of other grass seeds, and 157,000 bus. of flaxseed during the week ending May 10; compared with 98,100 lbs. of timothy seed, 16,300 lbs. of clover seed, 8,500 lbs. of other grass seeds and 21,000 bus. of flaxseed received during the corresponding week in 1912. Shipments for the week included 968,000 lbs. of timothy seed, 23,000 lbs. of clover seed, 625,000 lbs. of other grass seed and no flaxseed, compared with 109,600 lbs., 43,400 lbs., 688,500 lbs., and 8,200 bus., respectively, shipped during the corresponding week in 1912.

The American Seed Co., of Detroit, Mich., has lost its suit against Chas. E. Cole, its former sec'y-treas., to recover \$119.16 alleged to have been overdrawn by him. For 20 years Cole had been in the employ of D. M. Ferry & Co., and in August, 1907, entered the employ of plaintiff, the first year as sec'y-treas. and subsequently as sec'y only. The alleged discrepancies grew out of expenses of Mr. Cole on a trip to the upper peninsula soliciting business. On the first trial the company got judgment against Mr. Cole, but this was reversed by the Circuit Court, and the decision in his favor was affirmed Mar. 20 by the Supreme Court of Michigan.

The store of the Gate City Seed Co., Keokuk, Ia., was damaged by fire Apr. 18. The fire started in the roof of the building, and while no seed was burned, everything on the three floors was deluged with water. Only garden seeds were handled in this store.

London, Eng., Apr. 21.—The business in spring sowing seeds is steady. English red clovers maintain their prices for clean, growing seeds and the finer qualities are scarce. The stocks of clean foreign red clovers are light and the seed is in good demand at rising prices. Alsikes firm in Canadian, American and Continental seed. Whites are scarce with price unchanged. Trefoils are selling in more volume with prices unchanged. Provence lucerne, also timothy, is in good demand at the reasonable prices offering. In grass French-Italian, Irish-Italian, perennials and cocksfoot are all firm with sales brisk. Tares remain unchanged.—John Picard & Co.

The condition of meadows and pastures in Michigan on May 1 was 89 in the southern counties, 85 in the central counties, 88 in the northern counties, and 95 in the Upper Peninsula and 89 in the entire state. The acreage of clover sown, compared with last year, is 94% in the state, 95% in the southern counties, 92% in the central counties, 95% in the northern counties, and 93% in the upper peninsula. The acreage of clover that will be plowed up because winter killed or otherwise destroyed is 10% in the state, 9% in the southern counties, 13% in the central counties, 8% in the northern counties, and 3% in the Upper Peninsula.—Frederick C. Martindale, sec'y of state, Lansing, Mich.

Will price movement of clover seed this season be similar to 1908? Bears predict it will. It has started off very much like it. 1908 was last large seed crop. It followed several small ones just like this year is doing. Very small stocks old seed sustained October clover above \$7.00 till crop was almost secured. High mark of the season was reached as late as August. October was up to 8.95 early in August, then broke to 6.00 same month. September range was 6.02½@5.40, October 5.60@4.60, season's low. Range March first to August first was small, 8.02½@7.25. Low on March seed on 1908 crop was 4.77½. July and August will be the critical months. Stocks old seed are practically exhausted both home and abroad.—C. A. King & Co.

Siberia will be again explored for alfalfas particularly adaptable to the cold and semi-arid sections of the United States by Prof. N. E. Hansen. He has already made four trips under the direction of the U. S. Dept. of Agriculture with such good results that South Dakota, his home state, has appropriated \$10,000 to enable him to make his present trip and \$15,000 for the work of developing the alfalfas he brings back with him. Prof. Hansen will leave in May and plans to return to America in December.

During the year 1912 the Dept. of Agriculture tested 1,344 samples of Kentucky bluegrass, redbud and orchard grass, according to Circular No. 43 issued Apr. 25 by the Sec'y of Agriculture, and 189 of these samples were found to be adulterated or misbranded. Of the 499 samples of Kentucky bluegrass seed obtained, 62 were found to be either adulterated or misbranded. Thirty-six samples were found to contain less than 3% of bluegrass. In 53 samples an average

of 59% of Canada bluegrass seed was found. Two samples were mixtures of redtop and timothy, and 7 were adulterated with ryegrass, redtop, timothy, or crested dogstail. Of the 538 samples of redtop seed tested, 115 were found to be adulterated with timothy. Seven of the 307 samples of orchard grass seed were adulterated with ryegrass, chess, tall meadow, oatgrass and redtop, and three samples of so-called orchard grass seed were found to be entirely ryegrass seed.

Toledo received 652 bags of clover seed during the week ending May 3; compared with 170 bags received last year. This brings total receipts this season to 51,028 bags; compared with 39,609 bags received up to this date last year. Clover seed shipments amounted to 972 bags compared with 1,411 bags for the corresponding week last year. Shipments this season total 62,030 bags; compared with 48,824 bags shipped up to this date last year. Alsike receipts were 128 bags for week ending May 3; compared with 60 bags a year ago. Total receipts of alsike for this season are 5,050 bags; compared with 8,397 bags received up to this date last season. Shipments were 138 bags for week compared with 339 bags shipped last week. Timothy seed figures are receipts for week ending May 3 were 136 bags compared with 810 bags a year ago; receipts for season to date 50,133 bags against 38,155 bags for preceding season; shipments for the week were 2,245; for season to date 43,022 bags.

SUFFERED BY THE FLOOD.

Many Indiana grain men were greatly inconvenienced by the March flood, but comparatively few suffered much loss. Illustrated herewith is the elevator and warehouse of the Crabbs Reynolds Taylor Co. at LaFayette, Ind., which ordinarily is 75 ft. above the Wabash River, but on Mar. 26th, when the fotograf reproduced herewith was taken, the water stood a foot deep in the elevator office. The company suffered a loss of about \$1,500 at this point.



Crabbs-Reynolds-Taylor Co.'s Warehouse at La Fayette, Ind., during the March Flood.

From the Seed Trade.

Crawfordsville, Ind.—A large crop of timothy hay will be produced in this section, but not much timothy seed. Because prices are so low, the farmers can market their hay to much better advantage than to thresh it for seed. Prospects at present indicate a very large clover crop. The last year's sowing, from which this year's seed crop is obtained, looks very fine, and the acreage is large. A large acreage of clover has also been planted this year. On the whole, clover is more favored in this section now than ever before, and there is no tendency to substitute anything else for forage or fertilizer purposes.—A. E. Reynolds, pres., Crabbs Reynolds Taylor Co.

Mattoon, Ill.—Considerable clover was planted this spring, but we believe less timothy than last year. Practically all the clover was used up and considerable was shipped in, but there is some timothy seed in all the seed dealers' hands and some still held by the farmers. The farmers in this section are not much given to experimenting with new varieties of seeds, but hold pretty close to the old varieties. Last season's market on timothy seed will have an effect on cutting the crop pretty short this fall. Nearly every farmer saved some timothy seed last fall with the expectation of getting \$5 per bu., which he got the year before, but the price he received will make him think twice before he cuts his next year's crop for seed.—J. E. Ashbrook, sec'y-treas., The J. S. Ashbrook Co.

Bismarck, N. D.—There is no overplus of seeds in this state except timothy seed, with which this state is pretty well loaded. It is a low grade, however, and much of it is too bad to sell in this state. The farmers are not taking to anything new to any great extent except brome grass, of which there is only a limited supply free from quack grass. The extremely low price of timothy seed will probably prevent the farmers from saving any seed the coming season. The Montana dry land alfalfa seed crop was not very abundant the past year and we were able to obtain only a very little free from dodder

and practically none free from sweet clover. The seed containing dodder, we understand, has been sold and the writer surmises a great portion of it, tho contrary to law, has been sold in this state.—Oscar H. Will & Co.

Fooiland, Ill.—Owing to the high prices of seeds last year, large quantities of grasses were grown for the seed rather than for hay, and thus prices of most seeds this year are low. Not much timothy seed will be saved from this year's crop, since at present prices it can only be threshed at a loss. Blue grass seed is plentiful and cheap, and, unless prices advance, only a small acreage will be harvested. German millet yielded unusually well last season and present prices allow no profit in harvesting it for seed. However, in this section it is grown mostly in waste places where other crops have been drowned out, consequently its acreage is dependent largely upon the weather. The acreage of timothy and blue grass will probably be the same as last year. The acreage of red clover is slightly above the average and the crop wintered well.—Noble Bros.

Lincoln, Neb.—Our experience this year has been that the farmers thru this section are reseeded their pastures with clover, timothy, brome grass and Kentucky blue grass. They are using more of the seeds that are low in price and are staying away from the high-priced sorts. There has been quite a little seeding of alfalfa this spring, and we have had a big demand for sweet clover, in fact, we have not been able to supply the demand on this at any time during the season. Vetch has been in exceptionally heavy demand. The demand indicates that the farmers have taken to these two seeds especially. Our trade on seed corn has been light. We have had a big trade on sorghum, millet and kafir corn. On account of the low price early in the season the farmers bot it early. This demand is heavier than a year ago. It is our experience that the farmers try to supply their wants with seed that costs the least.—E. S. Gunn, vice-pres., Griswold Seed Co.

THE CANADIAN SEED Trade.

Geo. H. Clark, seed commissioner of the Dominion of Canada, at Ottawa, Ont., tells the seed growers and handlers of the Dominion some pertinent truths in his latest departmental report. He says:

The greater part of the No. 1 red clover seed offered for sale this year has been either of European or American origin. Much of the red clover seed produced in Ontario is foul with green foxtail, ribgrass and ragweed. Green foxtail is particularly prevalent, and there are few samples of Ontario grown red clover which do not contain this impurity. The majority of farmers' samples reported upon during the past year have graded "rejected" on account of the above mentioned seeds.

Altho there is plenty of good seed timothy available thruout the country, a considerable quantity of the seed produced in certain districts of the province of Quebec was badly damaged by the excessive wet, and is worthless for seed purposes. Such damaged timothy seed is very dark in appearance, and much of it has a musty smell. Fifty-two samples of Quebec timothy were tested for germination during March; of these only seven samples germinated 90 p.c. or over, while 22 samples, or 42 p.c., germinated below 60 p.c. Much of the timothy sent to the Seed Laboratory by the farmers of Quebec is graded "rejected" on account of small weed seeds which might be readily cleaned out by any farmer who possesses a good fanning mill. Thus much Quebec timothy is rejected on account of cinquefoil and plantain, both of which may be easily removed by a 30x30 woven wire screen. Similarly with Prince Edward Island grown timothy most of the samples are rejected on account of sheep sorrel, an impurity which to a great extent may be removed by a

24x24 woven wire screen, altho in this case some of the timothy will be lost in the cleaning.

Timothy seed of excellent purity, tho badly hulled, grown during 1912 by the farmers of the middle western states on land that is valued at from \$80 to \$120 per acre, thoroly re-cleaned and marketed by the business men of Chicago, is everywhere on sale thruout Canada in districts where car loads of uncleaned timothy seed of superior quality remain in the farmers' hands. This condition of the trade in timothy seed has been productive of numerous complaints on the part of Canadian growers. It is a condition that is due largely to superior business methods of the middle west American farmers and business men and to the apparent want of the same on the part of Canadian farmers and business men.

The American grown seed of the 1912 crop was made ready for market in the early autumn months, and orders for this seed were solicited from Canadian retail seed merchants even before any considerable quantity of the Canadian timothy seed had been threshed. When coming into Canada the American seed is subject to a duty of 10 p.c. of its invoice value.

Timothy seed is harvested about the first of August in eastern Canada and two weeks later in the province of Alberta. Canadian timothy seed has free access to the American market. It is as a rule bolder and better seed than the American seed, and when properly re-cleaned will command a higher price in any market. The amount of waste in re-cleaning eastern Canada timothy seed is slightly greater, considering the condition in which it is received from farmers, than the American seed and occasional lots have to be rejected because of ox-eye daisy.

With the advantage of cheap land and free access to the American markets the conditions of the timothy trade which obtain at the present time should be reversed. To do this the Canadian farmer's timothy seed should be available for the market not later than October. There is no Canadian made fanning mill, fitted with a complete equipment of sieves for cleaning grass and clover seeds, conveniently available to farmers. If the proper sieves are available from the manufacturers very few of the agents who sell them have any definite knowledge of what is required or where they may be had. Farmers have this year suffered from the want of middle men to re-clean and market their timothy seed for them, and there has been very little attempt on their part to co-operate in an endeavor to clean and market their seeds themselves as is done in the packing and marketing of apples.

Because of the very low price a great deal of timothy seed has been stored on investment. If stored in a cool dry place its vitality does not rapidly deteriorate. Under the conditions and land values of both eastern and western Canada timothy seed may be grown quite successfully at \$3 per bushel in the average of years provided that the men who are engaged in the seed business can be counted upon to copy the methods of their neighbors and find a market for it.

MARKETING TIMOTHY Seed.

The production of timothy seed is very much the same as that of red clover in respect to the quantity so far as the farmer is concerned. The growing of timothy seed in general thruout the entire timothy region is incidental and not a definite enterprise. A large number of farmers produce a small quantity of seed and a comparatively few farmers make seed growing a business. Weather conditions, conditions of labor on the farm, and the price of hay and seed usually determine, so far as the farmer is concerned, whether a crop of seed will be harvested.

While timothy seed is largely sold locally by the farmers to grain buyers and local seedsmen, in many sections, especially where there are considerable quantities of seed purchased, the large wholesale houses have buyers in the field during harvest. There are as a rule comparatively few jobbers on the ground at that time. When the jobber enters in, he usually purchases the seed from the local dealers and sells mostly to the wholesaler.

The successive sales of timothy are for the most part on a cash basis.

Seed of timothy is threshed with the ordinary threshing machine and in most cases is not fully cleaned until it reaches the wholesale dealer. Very large quantities are put thru the cleaning mills and prepared for the retail market.

No standards are generally recognized in the case of timothy seed but practically every large dealer has grades which he fixes for himself.

The principal diversion points for the timothy are Memphis, Tenn., Kansas City, St. Louis, Mo., Chicago, Ill., Toledo and Cleveland, O.

While the price of timothy seed fluctuates considerably it is generally considered to be a profitable crop. However, few farmers are engaged in its production chiefly due to the fact that they are not acquainted with the markets. The average market report does not quote timothy and unless the farmer is acquainted with some wholesale buyer he does not feel that he can afford to take the risk of growing a large quantity of seed depending on the local seedsmen for his outlet.—Geo. K. Holmes, statistical scientist, in Report 98, U. S. Dept. of Agriculture.

MEADOW FESCUE.

The region of meadow fescue production in the United States is limited almost entirely to northwestern Kansas. Some small quantities are produced in Missouri and states further east, but not enough to affect in any way the general market conditions. There are also persistent rumors in the region of meadow fescue production to the effect that the seed is used for tanning purposes in Europe and that therefore there will be a demand for large quantities of it. Careful investigation of this point thru American consuls has failed to confirm this supposition, and the fact that even under conditions which now exist with the region of seed production limited to a very few counties in one state we have on several occasions found the market overstocked, which leads us to believe that there is no such use made of the seed.

The producer disposes of his meadow fescue seed both by sale to local seed merchants and to buyers connected with the large seed houses. Owing to the fact that the region of production is limited, the matter of keeping representatives of the seed houses on the ground is not over-expensive, and this practice is carried out to a great extent in the buying of the seed. Sales are made in a great many instances prior to the harvest, the representatives of the large seed house looking the field over before it is harvested and making a contract with the farmer to deliver the seed at the local shipping point.

The seed is paid for in some cases at the time of delivery according to the amount of pure seed. This is determined by the seed house, which on cleaning a sample, establishes the percentage of foreign matter, on which basis the seed is paid for. Many sales are also made at a flat rate, the representative of the seed house making a value on his own judgment of the value of the seed when harvested. Very few co-operative selling agencies exist. The season of heaviest sales by the producer is usually July 20 to Sept. 1.

The successive steps in the movement of the seed from the farmer to the retailer are about as follows: Most often it is from producer to representative of the

large seed houses, seed to be delivered to local shipping points. Terms cash on delivery. Large seed houses to retail merchants in small towns. Terms 30 days. Merchants concerned in retailing the meadow fescue seed are about the same as those taking part in the distribution of the millet seed.

In some cases the first step is from the producer to a local seed merchant and from this seed merchant to the larger seed houses.

Very little meadow fescue is stored either by the producer or the seedsmen. In cases where there happens to be an overproduction of seed, the large seed houses sometimes hold over a considerable supply of the seed for one year, but usually not for a longer period owing to the decrease in vitality.

The principal diversion points for meadow fescue seed are Kansas City, Mo., Atchison, Kan., and Chicago, Ill.

The growers of meadow fescue are very apt to depend for their information regarding the market on the representatives of the rival seed houses when they visit the fields prior to harvest. In some cases quotations are furnished regularly by seed houses to parties in the meadow fescue district who are accustomed to growing a considerable acreage.—Geo. K. Holmes, statistical scientist, in Report 98, U. S. Dept. of Agriculture.

INDIANA ELEVATORS Storing Grain Not Owned to Be Regulated.

The last Indiana legislature enacted House Bill 361, known as the Shively-Spencer Utility Commission Act, the effect of which will be to enforce the old public warehouse law of the state and place on the elevator operator the expense and burden of accounting that will make storage of grain unprofitable at country points. Among the provisions of the law are:

Sec. 1.—The term public utility shall include every individual or corporation furnishing elevator or warehouse service to the public.

Sec. 7.—Charges must be reasonable.

Sec. 13.—Accounts of all business must be kept in the form prescribed by the Commission.

Sec. 16.—Blank forms will be furnished by the Commission.

Sec. 17.—No accounts other than those approved shall be kept.

Sec. 19.—Accounts shall be closed annually June 30.

Sec. 20.—The Commission shall provide for the auditing of all accounts.

Sec. 28.—The Commission shall order such rates and regulations as may be necessary.

Sec. 35.—The Commission shall ascertain and prescribe for each kind of public utility suitable commercial units of service.

Sec. 41.—Every public utility shall file with the Commission within a time fixed by the Commission schedules which shall be open for public inspection showing all rates, tolls and charges.

Sec. 42.—Every public utility shall file with and as a part of such schedule all rules and regulations that in any manner affect the rates to be charged.

Sec. 56.—Any public utility receiving from the Commission any blanks shall cause the same to be properly filled out.

Sec. 91.—Whenever a public utility desires to issue stocks, bonds, notes or other evidences of indebtedness payable in more than one year from date it shall file with the Commission a statement.

A warehouseman is defined by the Indiana statutes as follows:

Every person, firm, company, or corporation receiving cotton, tobacco, pork, grain, corn, rye, oats, wheat, hemp, whiskey, coal, any kind of produce, wares, merchandise, commodity, or any other kind or description of personal property or thing whatever, in store, or undertaking to receive or take care of the same, with or without compensation or reward therefor, shall be deemed and held to be a warehouseman.

JAMES T. BRADSHAW, Warehouse Commissioner of Missouri.

James T. Bradshaw, of Kansas City, Mo., who was elected Railroad and Warehouse Commissioner at the last election, was recently appointed State Warehouse Commissioner by Governor Major under the act of the last legislature creating that office, for a term of six years from April 15, 1913, at a salary of \$4,500 per year.

Mr. Bradshaw has entered upon the duties of the new office. He has entire control and supervision of State Grain Inspection and Weighing in Missouri and the Department will continue to have offices in Kansas City, St. Louis, and St. Joseph, the three points in Missouri where State Inspection and Weighing of grain has been established for many years and which has heretofore been under the supervision of the Board of Railroad and Warehouse Commissioners.

In creating the office of State Warehouse Commissioner as the head of the Grain Department of the State in place of a board of three railroad and warehouse commissioners, no change was made in the law relating to and governing the inspection and weighing of grain in Missouri. The inspection and weighing law remains the same in every particular with the exception of a warehouse commissioner instead of the Railroad and Warehouse Commissioners, charged with the supervision and execution of the details of state inspection and weighing of grain.

The main office and headquarters of the State Warehouse Commissioner will

be in the Kansas City Board of Trade Building.

Mr. Bradshaw has been connected with the Missouri State Grain Inspection and Grain Department for the past ten years, filling during that time the positions of Chief Weighmaster and Registrar. Mr. Bradshaw is not a grain inspector, but by reason of long experience in the grain inspection and weighing Department of Missouri, he is familiar with all the details of Grain Inspection and Weighing and he says, "I have as aides in charge of inspection at Kansas City, St. Louis, and St. Joseph three of the most capable, efficient and reliable grain inspectors in the United States. The Missouri Department measures up to the highest standard of perfection reached by any state or Board of Trade or Private Inspection or Weighing Bureau."

Mr. Bradshaw will be 54 years old next month. He was born in Xenia, Clay County, Ill., and moved to Missouri with his parents when a boy. Before he was 18 years he began newspaper work and edited and published Democratic papers in Missouri continuously from that time until he became connected with the Missouri Grain Inspection and Weighing Department at Kansas City some 10 years ago, in an appointive position which was the first office he ever held. He is married and his family consists of his wife and two grown daughters. They will continue to reside in Kansas City.

Mr. M. C. Fears, who has been re-appointed Chief Grain Inspector for Missouri, will remain in Kansas City and have his office with the Warehouse Commissioner. The re-appointment of Mr. Fears will be gratifying to the trade—to buyer and seller alike, as he is recognized by grain dealers in every market as one of the most capable and efficient Chief Inspectors.

Mr. James J. Gilmartin has been promoted from an assistant Inspector to Deputy Chief Inspector at St. Louis. He has been an Assistant Inspector of the State Department in that city for the past 15 years and is considered one of the best inspectors in the State.

Mr. John O. Winn, who has been an Assistant State Inspector nearly 15 years, has been re-appointed Supervising Inspector, in charge at St. Joseph. He is a fine judge of grain and a reliable inspector whom the trade will be glad to know is to be retained in the Missouri Department at St. Joseph.

In his appointments State Warehouse Commissioner Bradshaw has re-appointed 14 of the 18 assistant inspectors in the State Department and promoted 4 helpers who have been in the Department for 8 or 10 years and are qualified Assistant Inspectors. In all changes made in the department he has consistently adhered to the merit system. The number of re-appointments and promotions he has made since taking charge is the best evidence of his desire and intention to bring State Inspection and Weighing of Grain to the highest standard of efficiency and reliability. The grain interests of Missouri and adjoining States will be interested in knowing that no radical changes will be made in the grain inspection Department of Missouri to disturb business interests or cause the grain trade any apprehension in its relations with the Missouri Grain Inspection and Weighing Department by reason of the change in the law.

AN ANTI-FUTURES bill was introduced in Congress Apr. 20 by Representative Goodwin of Arkansas.

LEGAL ASPECTS OF CAR Supply and Distribution.

[From address by Hon. J. H. Henderson, commerce counsel for the State of Iowa, read at the Sioux City meeting of the Iowa Grain Dealers Ass'n.]

There is no power vested in any body or tribunal, to require the carrier to add to or increase its equipment, except by act of Congress in Interstate Commerce, and in intrastate by the legislature of the State.

Congress has not acted, has not authorized the Interstate Commerce Commission or any other tribunal to order additional equipment and facilities when found inadequate, and no process is given to enforce any such orders.

Statutes of New York and Wisconsin give to their Commissions power to determine whether the facilities are adequate and if not, to order additions, with power to enforce; in other states the power is given to investigate and recommend. In many states are statutes requiring, on request of a shipper, the furnishing of cars and penalties provided for a failure. These laws of the states cannot apply to Interstate Commerce.

The carriers, however, are answerable in damages sustained by a shipper, in failing to provide reasonable transportation facilities for the normal demands.

That Congress might enact such a law is without question. It has legislated, requiring safety appliances, boiler inspection, hours of service, employers' liability for accidents, and there is no reason why it might not further require additions to equipment or increase of transportation facilities.

Whether Congress should so enact may be a proper subject of debate. It is sufficient for the purposes of this paper that as yet no action has been had.

A carrier may not maintain a rule or practice of not furnishing its own cars to go off its lines and over connecting carriers, because it has only sufficient cars to handle all of the traffic on its own lines, and desires to retain its own equipment, and require the destination to be or, its own line, and only furnish the cars then in its custody belonging to other lines.

The carrier may well ask that notice shall be given of the destination of the cars ordered so that it may more conveniently and economically furnish the cars, either those of its own system or foreign cars; but where such carrier publishes tariffs for thru routes and especially participates in a joint rate tariff, its duty is to furnish the cars on the request, regardless of the destination, and must furnish cars either of its own system or foreign cars then in its possession. This duty is enjoined in the act to regulate commerce. By joining in thru routes and participating in joint rates, the carrier obligates itself to furnish cars, regardless of the destination, and may not rightfully and lawfully refuse to furnish cars when it has them, or a due ratio of the cars on hand, regardless of the destination.

Cuban Imports for April.

During the month of April Cuba imported from the United States thru the Port of Havana 121,140 bus. of corn and 71,750 bus. of oats, according to figures prepared by Emile LeCours of Havana.

The price of corn was steady thruout the month with the demand good. The oats market was dull. Considerable Canadian oats were sold at 48½c to 49c for summer deliveries, one firm alone taking orders for 100,000 bus.



Jas. T. Bradshaw, Kansas City, Mo., State Warehouse Commissioner.

Feedstuffs

San Francisco received 951 tons of bran in Apr., compared with 2,212 tons received in Apr., 1912.—Henry C. Bunker, chief inspector, Chamber of Commerce.

The plant of the Alfalfa Milling Co. at Jackson, Miss., under the management of M. R. Mitchell, was burned Apr. 22, with a loss of \$5,000. The plant was partly insured.

Baltimore received 1,235 tons of feed and shipped 277 tons during April, compared with 943 tons received and 20 tons shipped during April, 1912.—Jas. B. Hesong, sec'y Chamber of Commerce.

A bill greatly strengthening the Illinois pure food laws was introduced into the Senate May 1 by Senator Ettelson of Chicago. The bill was referred to the com'te on live stock and dairying.

Minneapolis received 3,924 tons of feed and shipped 44,398 tons during April, compared with 4,031 tons received and 53,608 tons shipped during April, 1912.—John G. McHugh, sec'y Chamber of Commerce.

The S. J. Greenbaum Co., of Midway, Ky., has filed a complaint before the Interstate Commerce Commission against the Southern Ry. because the rates on distillers' dried grain from Midway to southeastern points are higher than those from Louisville, altho Midway is 80 miles east of Louisville.

Feed prices on the Coast are high and it would not be surprising if the central barley states will be called upon to supply a part at least of the deficiency. Emergency freight rates might make westbound business possible from the barley growing states of the Mississippi Valley.—Somers, Jones & Co.

The Stafolife Milling Co., New Orleans, La., was sold recently to the Commercial Germania Bank of that city for \$60,000 by A. C. Carpenter and Ludwig Eiseman, receivers. The bank held a mortgage for that amount on the property. The company's liabilities will be liquidated and the mill shut down for the present.

Arkansas feed mills, in order to comply with the weight rule of the Arkansas feed law, are stamping their invoices "Unloading by the buyer constitutes acceptance by him of the correctness of the branded weights." As stated in this column Apr. 25 Pure Food Com'r Page has ruled that no allowance for shrinkage wud be permitted and that the weight clause wud be strictly enforced.

The placing of millfeeds on the free list by the new tariff bill shud prove a boon to Canadian millers. They have heretofore been handicapped by not being able to dispose of their by-products and at times have sold large quantities of millfeeds in the United States despite the duty. Shud this duty be entirely removed, it will give Canadian millers the market they need for their millfeeds and shud result in a large increase of Canadian flour exports to Europe.

Shippers should bear in mind that barley quoted as feed in the Chicago market is absolutely unfit for malting purposes. The grading and inspection of barley here is more just to the quality and price than in some of the other markets, in which practically all of the receipts grade

feed or lower, and yet sell for malting purposes. This results in wrong impressions as regarding feed barley values in other markets as compared to Chicago. Consignments on the Chicago market will readily convince shippers, accordingly.—Somers, Jones & Co.

F. C. Greutker has purchased an interest in the Clover Leaf Milling Co. of Buffalo, N. Y., and will have complete charge of the sales department. He has resigned his position as sales manager of the American Milling Co., with which concern he has been connected for many years. When molasses feeds were introduced, Mr. Greutker was one of the first salesmen employed by the American Milling Co. to travel in the Pennsylvania territory, and he worked his way up to the position of sales manager with headquarters at Chicago.

The eating of flaxseed screenings killed at least 32 cattle in North Dakota during 1911. J. W. Ince of the North Dakota Experiment Station after making analyses of flax at various stages of growth found that the percentage of prussic acid present in flax ran highest in young plants and gradually decreased as the plants matured, becoming almost negligible in thoroly cured flax. Weather conditions in 1911 were such as to postpone the maturity of the flax. It did not cure and some of the green flax found its way into the screenings and caused the poisoning. Mr. Ince's conclusion strongly emphasizes the importance of carefully curing flax before feeding it to stock.

Tags kept on hand by maltsters and feed mixers to be attached to shipments of bagged feeds as ordered by brokers who furnish the tags, shud be kept carefully separated. The work of affixing the tags is often entrusted to common laborers who can not read; and attaching the wrong tags may lead to serious consequences, as in the case of a Chicago feed broker who made a sale of a carload of malt sprouts to New England. The brewery, in another state, attached the tag of another feed shipper, stating a higher percentage of protein. After the car had been unloaded in the buyer's warehouse a government inspector seized the shipment and put all concerned to considerable trouble and expense before the mistake was rectified.

The Vermont feedstuffs law has been amended, effective July 1, to require that all feedstuffs shall bear a plainly printed label showing the net weight of the feeding stuff in a package, the name, brand or trademark under which the article is sold, the name and addresses of the manufacturer or importer, the minimum percentage of crude protein and crude fat, and the maximum percentages of crude fiber, and the specific name of each ingredient used in its manufacture. If the feedingstuff is sold in bulk at retail or put up in packages by the purchasers, the agent or dealer shall, upon request of the purchaser, furnish him with a certified statement giving the above facts. Failure to comply with this law is punishable by a fine of not more than \$50 for the first offense nor more than \$100 for each subsequent offense.

The first convention of the Inter State Feed Dealers Ass'n will be held at Kansas City, May 27. Altho this organization has been created but three months, its progress has been wonderful and it is expected by the Executive Board that this meeting will be one of the largest of its kind ever held at Kansas City. The officers of the Ass'n are elated over the interest manifested by the feed dealers

in the different states regarding the organization. The different experimental stations have expressed a desire to co-operate with us in carrying out the purpose for which the Ass'n was organized, namely to stamp out the adulteration of feeds and the illegitimate and irresponsible dealer, and educate the consumers of feeds as to the relative value of the various concentrated feeds offered for sale in the different states.—H. G. Cherry, pres.

Laws concerning the showing of weights on the outside of food and feed packages differ considerably in the different states. The federal law requires that, if the weight is shown on the outside of the package, it must be plainly and correctly stated. The law also permits a reasonable variation from this weight, provided the variation is as often above the printed weight as below it. The following states have weight laws that are the same as the federal law: Alabama, California, Colorado, Delaware, District of Columbia, Florida, Georgia, Idaho, Kansas, Louisiana, Minnesota, Mississippi, Missouri, Montana, Nebraska, New Hampshire, Oklahoma, Rhode Island, Texas, Virginia, and Washington. The states of Arizona, Arkansas, Illinois, Indiana, Iowa, Kentucky, Maryland, New Jersey, North Carolina, Oregon, Ohio, South Carolina, Tennessee, Utah, and Wisconsin have weight laws similar to the federal law except that they permit no variation in weight.

TRI-STATE FEED DEALERS Hold Convention.

On Apr. 22 and 23 the Tri-state Feed Dealers Ass'n held its third annual convention at Binghamton, N. Y. This ass'n has 105 members among the feed dealers living in New York, Pennsylvania, and New Jersey.

The first matter discussed was the question of increasing the membership. It was finally decided that a com'te of two or three from each county shud be appointed to make a personal canvass.

The annual banquet was held on the evening of the Apr. 22. President Charles L. Carrier made the first speech of the evening and thanked the City of Binghamton for the cordial welcome it has always given the association. Mayor John J. Irving, in reply, expressed his appreciation of the good the association was doing in promoting a better understanding and overcoming bitter competition among feed dealers.

F. H. Batchelor of Altamont, N. Y., representing the Buffalo Cereal Co., talked about importance of promptly unloading shipments to avoid demurrage charges. Sec'y William Nelson of the Binghamton Chamber of Commerce spoke of the educational value of an ass'n of business men and particularly the valuable training it affords in requiring each member to bend to the will of the majority.

In the election on the following day all of the officers were re-elected, as follows: Charles L. Carrier, Sherburne, N. Y., pres.; John C. Harrington, Montrose, Pa., vice-pres.; M. J. Mudge, Afton, N. Y., treas.; H. M. King, Waterville, N. Y., sec'y. F. C. Jones, Bullville, N. Y., was elected a member of the executive com'te.

The convention will hereafter meet in June, instead of April or February. The weather and trade conditions make the later date far the better for feed dealers.

Treas. M. J. Mudge reported a comfortable sum in the treasury.

Net Weight Law.

The committee appointed by the Sec'y of the Departments of Commerce, Treasury and Agriculture to draw up regulations for the enforcement of the new net weight law announces that it is now ready to receive recommendations and suggestions in writing. The first hearings for manufacturers, dealers and others interested will be held in New York during the week of June 9, and other hearings will be held whenever and wherever there is sufficient demand.

Communications for this com'te should be addressed to the Net Weight Law Com'te, Department of Agriculture, Bureau of Chemistry, Washington, D. C.

The net weight law was signed March 3, 1913, and is to go into effect 18 months from that date. It requires that the quantity of the contents of food packages be plainly marked on the outside of each package in terms of weight, measure or numerical count.

KANSAS FEED LAW.

The new Kansas feedingstuffs law will become effective July 1. The law is intended to regulate the sale of all "commercial feedingstuffs," which term includes all feedingstuffs used for feeding live stock and poultry except whole seeds or grains, whole hay, straws, cottonseed hulls, and corn stover when unmixed with other materials, and all other materials containing 60% or more of water. All cottonseed products are also exempted.

Under the new law the following feeds must bear a tag showing that a tax of 10c per ton has been paid: All poultry foods, linseed oil meal or cake, feedingstuffs, by-products of starch factories, glucose factories, cereal breakfast food factories, breweries, distilleries and meat packing establishments or slaughter houses. These feeds must also be registered. No charge is made for the registration, but the application must be accompanied with an order for at least \$5 worth of tax tags.

Feeds not included in the above list must be registered annually, the fee for which is \$10, except for flour mills making 50 bbls. of flour per 24-hour day or less, the annual fee is \$5 and for those making 300 bbls. or more per day the fee is \$12.50.

The new law requires all feeds to carry a label similar to that required under the present law except that the specific name of each ingredient used in making the feed must be shown. Also, if the feed is adulterated by the addition of foreign mineral matter or substances of little or no feeding value, the kind and maximum amount of such substance must also be shown on the label.

The law requires that the minimum net weight of the feed be shown on the label. Another law has been passed requiring that the gross weight be also shown. This will compel all manufacturers of feeds to do what many are already doing, show both the gross and the net weights on the label.

Medicated stock foods and live stock remedies are covered by a separate law which taxes these commodities at the rate of 2c per 100 lbs.

A large number of copies of the feedingstuffs law are being printed and will be distributed among feed manufacturers in Kansas, by the State Agricultural College, Manhattan, Kan.

Bleaching Oats and Barley.

Horses do not blush at bleached oats like we do at bleached hair. Department of Agriculture says they eat them as readily as they do natural oats. Oats and barley of inferior quality and condition may be made to resemble those of better quality by bleaching. Profit is derived not only from changing the appearance, but also by increasing the original weight by the addition of moisture. Vitality of oats and barley is impaired by bleaching and heavy bleaching is especially harmful. If the oats have gray whiskers, bleaching may make them look young again.—C. A. King & Co.

Oats Condemned by Government.

Forty bags of oats, containing 200 bus., were captured by the government June 30, 1911, while in possession of W. J. Fite, Charlotte, N. C. The oats were labeled "No. 2 Mixed Oats." They were found to contain 7.6% of foreign matter, largely straw and chaff, whereas 2% of foreign matter is the maximum permissible in No. 2 oats. On Oct. 9, 1912, the grain was condemned and turned over to the U. S. Marshal to be sold.

Government Seizes Feed.

Thirty thousand pounds of corn and oats and 10,000 lbs. of cracked corn shipped by the Ohio Hay & Grain Co., Findlay, O., were seized by government inspectors while on the tracks of the C. & O. Ry. at Richmond, Va., May 31 for adulteration and misbranding. The mixture of corn and oats was found to be adulterated with corn cob, broken wheat, stems, weed seeds, and buckwheat, and the cracked corn was adulterated with whole and crushed oats and broken and cracked wheat. The Ohio Hay & Grain Co. consented to a judgment of condemnation and forfeiture and was given possession of the feed upon payment of the costs of the proceeding and execution of a \$500 bond.

Peoria received 4,619 tons of feed and shipped 8,013 tons during April; compared with 8,776 tons received and 9,189 tons shipped during April, 1912.—John R. Lofgren, sec'y Board of Trade.

Milwaukee received 13,950 tons of feed and shipped 78,717 tons during April; compared with 2,220 tons received and 16,703 tons shipped during April, 1913.—H. A. Plumb, sec'y Chamber of Commerce.

HAYES BROS.' ELEVATOR AT Galesville, Ill.

The elevator shown in the accompanying engraving is located at Galesville, Ill., 135 miles south of Chicago. The Chicago-St. Louis line of the Wabash Railroad runs thru the town, so that the elevator has the advantage of direct service to the Chicago grain market.

P. H. and John Hayes are the owners of the elevator. The Hayes Bros. have been in the grain business since 1895 and are well known in Piatt County.

The elevator is 75x25 ft. on a concrete foundation and has eight bins. The four bins at the ends have a capacity of 6,000 bus. each and are hopper-bottomed. The four bins in the middle of the house are of 4,000 bus. capacity each. Screw conveyors are provided for emptying the end bins.

In the lean-to are two dumps with a capacity of 500 bus. An elevator leg with 7x14 in. buckets hoists the grain from the dumps to the cupola.

The engine room, which is located between the office and the lean-to, contains a 20 hp. Fairbanks Gas Engine, which provides all the power needed.

This elevator is typical of the construction largely used for small country plants. While the business available would not justify a costly type of construction, the fire hazard in this plant is high. In all probability a number of changes could have been made at but slightly added cost which would have greatly reduced the insurance rate. Prepared or tin roofing instead of shingles, iron sheeting, and a brick or concrete wall between the engine room and the lean-to would lower the rate materially. Whether or not this saving is sufficient to pay the interest on the added cost of construction can readily be figured out. In most instances it pays to go to this extra expense; even though the lowered insurance rate may not in itself make these improvements profitable, the added security and peace of mind make them well worth the cost.

THE PANAMA-PACIFIC Exposition at San Francisco, Cal., in 1915, will have the greatest collection of road models ever displayed. Reproductions of old Roman roads, French roads, and all the various types of modern roads will be shown, together with miniature models of road machinery operated by electricity. This exhibit will be under the auspices of the Office of Public Roads of the U. S. Dept. of Agriculture. This office, upon application, furnishes, without charge, expert advice concerning any special road problem.



Hayes Bros. Elevator at Galesville, Ill.

Grain Carriers

The Erie R. R. is planning to purchase 3,000 box cars.

The Grand Trunk Ry. has placed orders for 7,000 box cars.

The Seaboard Air Line Ry. has ordered 1,000 steel underframe box cars.

The Erie Canal will be fully opened for traffic June 1 and will be in condition to handle some traffic by May 15.

Cincinnati shippers will fight any effort on the part of the carriers to make a general increase in freight rates.—S.

Demurrage charges cannot be computed until 48 hours after the railroad has placed the car at the usual spot for unloading.

The Grand Trunk Ry. has ordered 3,000 40-ton box cars. It has also placed orders for 75 locomotives and 7,000 other box cars.

The National Industrial Traffic League will hold a meeting May 23 and 24 at the Iroquois Hotel, Buffalo, N. Y. The most important subject for discussion is uniform classification.

The first canalboat load of grain to reach Chicago this season via the Illinois and Michigan Canal arrived May 8. This canal promises to become an important carrier of grain this year.

A new record for unloading lake vessels at South Chicago was made Apr. 28 when the steamer Daniel B. Meacham discharged 344,970 bus. of wheat at J. Rosenbaum Grain Co.'s elevator B in 50 hours.

A bill empowering the Interstate Commerce Commission to make a uniform classification of freight was introduced into the House of Representatives recently by Congressman William A. Cullop of Indiana, and will be known as H. R. 2496.

The man who routes a shipment is responsible for any increased charges caused by his routing. The grain dealer should exercise the greatest care in routing his freight, and the safer plan is to leave the routing to the consignee or to the railroad.

A 5% increase in all freight rates will be requested of the Interstate Commerce Commission by all Eastern railroads. The carriers are insistent that they must increase their charges in order to provide adequate equipment and facilities to meet the growing business of the country.

Repeal of the law exempting American coastwise vessels from payment of Panama Canal tolls is being advocated by the Carnegie Endowment for Universal Peace, showing that the exemption will be of doubtful value and would violate treaty obligations with Great Britain.

The government suit against Chapin & Co., Milwaukee, Wis., who operate an elevator at Hammond, Ind., on the charge of accepting rebates from the Michigan Central R. R., has been set for trial May 20. The railway company recently pleaded guilty to this same charge and paid a \$5,000 fine.

Prince Rupert, B. C., the Pacific Coast terminus of the Grand Trunk Pacific Ry., has been chosen as the site of a 10,000,000-bu. elevator to be built by that railway for handling the grain that it is expected will be exported to Europe via the Pacific Coast upon the opening of the Panama Canal.

A tunnel sixteen miles long, the longest tunnel in the world, will be built by the Canadian Pacific Ry. thru Yellowhead Pass. By driving this tunnel, the C. P. secures a grade of five-tenths of 1% thru the Rocky Mountains, a grade lower considerably than that of the C. & N. W. Ry. over the prairies.

The Missouri Pacific Ry. has brought suit against the Nashville Roller Mills, Nashville, Tenn., to collect additional freight charges on three carloads of wheat shipped from Dexter, Mo., to Memphis, Tenn., and then to Nashville. The railroad claims that the correct rate is 11c, whereas the wheat was billed at 9c.

The Oregon reciprocal demurrage statute of 1907 was recently declared unconstitutional by the U. S. Supreme Court without opinion beyond the statement that the decision was based on the authority of the Hardwick grain elevator case. In this case the Court held the Minnesota reciprocal demurrage law invalid because it interfered with interstate commerce.

The Canadian Pacific Ry.'s yards at Winnipeg, comprising more than 100 miles of track, will be finished before the fall crops begin to move. The new bridge over the Red River at Winnipeg will also be completed by that time. Appropriations have been made for double-tracking the main line in the prairie provinces and for laying 600 miles of branch lines during the summer and fall.

The Hennepin or Illinois-Michigan Canal will be used to carry grain from Davenport to Chicago. The Morton Salt Co. has two canal boats now operating on the canal and has placed orders for the construction of several more. The Salt Co. will erect a large freight warehouse at Davenport, Ia., the western terminus of the canal. Salt will be the cargo on the western trip, and grain will be carried back to Chicago.

Buffalo grain men on Apr. 30 laid an informal complaint before the Public Service Commission that the railroads were not furnishing enough cars to handle the grain coming into that port from the Northwest. Traffic Inspector John J. Murray of the Commission found conditions to be in accordance with the complaint, and the Commission requested the railroads to make greater efforts to supply sufficient cars, with gratifying results.

The first of the grain boats from Lake Superior ports reached Buffalo early the morning of Apr. 26. As many as cud be accommodated in the river were brought in, and the others were forced to await their turn in the outer harbor. On the morning of Apr. 30 5,000,000 bus. of grain were afloat in Buffalo harbor, and by the close of the day 7,000,000 bus. were afloat. The congestion was caused by the close arrivals of the grain boats delayed by ice in Whitefish Bay.

The Millers Grain Co., Wichita, Kan., has filed a complaint with the Interstate Commerce Commission for repatriation of alleged overcharges totalling \$1,725.61 against the A. T. & S. F., Santa Fe, Prescott & Phoenix, Arizona & Eastern and Southern Pacific Rys. A number of carloads of grain and buckwheat were shipped from Wilmore, Kan., to Phoenix, Tucson, Mesa, and Safford, Ariz., by the Millers Grain Co. under a rating of 58c. Upon delivery, rates varying from 68c to \$1.18 were assessed. In quoting the 58c. rate the Wichita agent of the railroad company made no reference to the item in the tariff stating that the rate would not apply to points in Arizona and New Mexico; and as a con-

sequence the Grain Company contracted to deliver the grain on the basis of the 58c rate.

The next step in the government's fight against the "hard coal trust" will be a suit against the Reading Co., which owns the Philadelphia & Reading Ry. and a coal company by the same name. The particular point attacked by the government is the acquisition by the Reading Co. in 1901 of the Central R. R. of New Jersey with its coal companies. Attorney General McReynolds also plans suits against other alliances of coal carrying railroads and coal mining companies.

The Harbor Commissioners of Montreal have had considerable trouble because lake boats arriving with grain for a certain elevator, upon finding another boat at that elevator, sometimes unload their cargo at some other elevator to avoid demurrage charges. The Commissioners have decided that whenever it is necessary to transfer such grain to the proper elevator, the expense of the transfer will be charged up to the grain dealers instead of being absorbed by the Commission.

An immense merger of steamship companies operating on the Great Lakes was perfected at Cleveland, O., on Apr. 25. The new company, to be known as the Interlake Steamship Co., will take over and operate the 39 vessels owned by the Mesaba Steamship Co., Lackawanna Steamship Co., Huron Barge Co., Provident Steamship Co., Acme Steamship Co., and Standard Steamship Co., together with the 17 boats recently sold by the bankrupt Gilchrist Co. The new company is capitalized at \$6,500,000, with bonds of \$3,000,000.

Detroit grain men are protesting against alleged discriminations against that market in the matter of grain rates and transit privileges. They insist that under present conditions Detroit cannot compete with other markets, and they demand that the railroads place Detroit on a parity with other primary grain markets. Conferences are now being held with the railroads, and should these fail to bring about the desired improvement, the Board of Trade is determined to carry the matter to the Interstate Commerce Commission.

The proposed increase in rates on wheat from Kansas to Arizona and other southwestern points to become effective May 22 is the subject of a complaint filed with the Interstate Commerce Commission by A. E. Helm, commerce attorney for the Kansas Public Utilities Commission. Some time ago Kansas millers complained that the rate on wheat from Kansas to Arizona was so much lower than the rate on flour that Arizona millers could purchase Kansas wheat and sell the flour at a lower price than Kansas millers could on account of the great difference in the rates. The railroad sought to remedy conditions by raising the wheat rates, but Kansas wants low rates on both wheat and flour.

The establishment of a \$3 demurrage rate in California, which recently was extended to include interstate as well as intrastate shipments has resulted in much good, according to J. P. Thomas, agt., S. P. L. A. & S. L. Ry. at Los Angeles. Mr. Thomas finds that the efficiency of the railroad yards has been increased because consignees more frequently dispose of shipments immediately upon arrival instead of allowing them to be placed on the hold track. This largely decreases the average number of switch-

ing moves on cars and thereby lessens not only the congestion in the yard, but the danger of damage to cars and contents by continued switching. Also, there are fewer disputes about demurrage charges because the higher rate tends to the keeping of more accurate records by consignees.

Railroads may not advance charges to ocean carriers on import traffic, according to a recent decision of the Interstate Commerce Commission, except where the property is billed thru from point of origin to its ultimate destination and such thru billing separates the liability of the inland carrier or carriers from the liability of the ocean carrier and shows the tariff rate of the inland carrier or carriers. Such charges of water carriers may not be advanced by railroad carriers subject to the Interstate Commerce Act in cases where property moves under a separate contract of transportation from the port of entry to the final destination.

Canadian railways are preparing to carry a large part of their grain traffic to Puget Sound terminals instead of eastward, according to dispatches from Tacoma, Wash. Dr. R. Magill, Chairman of the Canadian Railway Commission, says: "My visit to Puget Sound proved a revelation of the preparedness of American grain men to bid for a large share of the Canadian grain trade. I was deeply impressed with the warehouse and shipping facilities existing on Puget Sound. Grain men there are keenly alive to the possibilities of exporting wheat from our prairie provinces. If Canadians wish to get the Canadian wheat and flour export trade they must get busy soon."

The decision of the Commerce Court on Apr. 25 in the so-called Shreveport case clearly established the superior authority of the Interstate Commerce Commission over the state railroad commissions. This decision will also stop the state commissions from driving down intrastate rates to protect shippers within the state and discriminate against those outside the state. This policy has long been pursued by the Texas Railroad Commission, and shippers in Shreveport found it impossible to compete with Texas cities for business in the state of Texas, on account of the low rates within the state. The Interstate Commerce Commission ordered the railroads to remove the discrimination against interstate traffic. The Texas Commission refused to permit the railroads to raise the intrastate rates, and the case was taken to the Commerce Court. The Court held that the carriers were not required to obey the order of the Texas Commission because that order had been superseded by the superior authority of the Interstate Commerce Commission.

Rates on grain, grain products, and feeds from Memphis, Tenn., to southern and eastern states are branded as excessive and discriminatory in a complaint filed with the Interstate Commerce Commission Apr. 29 by G. E. Patterson & Co., grain dealers of Memphis, Tenn. The complainants particularly object to tariff rule No. 11, (containing rates on mixed live stock feed, a mixture made of by-products of grain mills, elevators, glucose factories, distilleries, breweries, and sugar beet factories, chopped or ground alfalfa, grain screenings, cotton seed hulls) that it will not apply when the article is packed in cartons or other packages enclosed in bags of a size specified from Memphis to southern and eastern cities. The application of sixth class rates on

mixed feed is declared excessive in that they exceed the commodity rates on mixed feed. The Patterson Co. further complains that the established rates discriminate in favor of St. Louis shippers in that the same rates apply from that city as from Memphis to points reached from Memphis. The rates on 123 railroads operating in the East and the South are involved.

The Interstate Commerce Commission on Apr. 28 decided that a tariff rule will not be unlawful that provides for the forwarding of a carload of transit and non-transit grain products, or of a carload consisting of transit and non-transit grain and grain products, at the carload rate from the milling point on the weight of the non-transit articles and at the balance of the thru rate from the original point of shipment, or the proper proportional rate, on the weight of the transit portion of the carload, provided the total weight is equal to the highest carload minimum weight applicable to any commodity in the car. Some time ago shippers objected to the rule of the carriers providing that of a carload of mixed transit and non-transit grain product forwarded from a milling point the portion originating locally or otherwise not entitled to a transit rate must be treated as a separate and distinct shipment from the portion that has originated beyond and is entitled to a transit rate, and that the charges on such a carload should be assessed accordingly. In order to remedy this situation the Commission decided that on such a mixed shipment the carload rate from the milling point might apply on the weight of the non-transit commodity and the balance of the thru carload rate from the originating point on the transit portion provided neither portion of the shipment weighed less than 10,000 lbs. as a minimum. This 10,000 lb. minimum was found to prevent the small millers from taking advantage of this rule, and now the Commission has changed the rule so as merely to require that the total weight of the shipment shall equal the highest minimum weight applicable to any commodity in the car. With this alteration the small millers should be in a position to compete with millers in the larger centers in the marketing of their flour and other grain products.

THE ATTORNEY GENERAL of the United States has almost 400 assistants, most of them lawyers. This explains how Mr. Wickersham was able to file 81 anti-trust suits during the four years he was in office.

THE MINNEAPOLIS Post Office has been accused of collecting only half the proper rate on grain samples sent thru the mail. The Third Asst. Postmaster General has ordered an investigation. The Post Office Dept. seems to have difficulty in understanding its own regulations, particularly where the employees are required to make the delicate distinctions called for

WHEAT 3,400 years old which was found in the tombs of Egyptian mummies was planted, but it failed to grow. The wheat had completely lost its vitality. Examined under the microscope its particles were found to be entirely different from those of modern wheat. When crushed into flour it gave off an offensive odor and smelled strongly of bitumen, the preservative used in embalming mummies. When treated with water it gave a thin paste, lacking the strength of dough.

NEW ASS'T CHIEF INSPECTOR at Chicago.

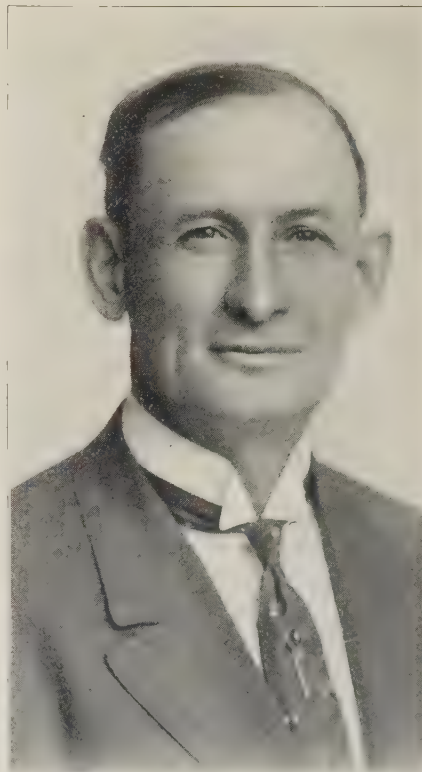
Chief supervising inspector is the title of the official in charge of the actual work of grain inspection at Chicago, thus allowing the chief inspector to be a purely political appointment without seriously impairing the efficiency of the service.

Thomas F. Costello, who was appointed chief supervising inspector May 1, possesses a thorough knowledge of all the details of grain sampling and inspection, gained by 23 years' experience.

Mr. Costello entered the grain business in July, 1890, after 9 years' service in the freight and traffic departments of railroads at their Chicago offices. In 1891 he became a member of the Board of Trade and was employed as grain broker and salesman for two years; when he entered the employ of the Illinois State Grain Inspection Department. He acted as deputy inspector until 1897, when, for political reasons, he was requested to resign. Immediately thereafter he purchased a second membership in the Board of Trade and became what was known as a grain receiver's agent on the Chicago, Milwaukee & St. Paul Railroad, which position he filled until 1911.

Receivers' agents were entrusted with the collection of samples from cars of grain arriving, as the representatives of the grain commission merchants, their samples affording a check on the work of the samplers employed by the state. Their work was done away with when the state inspection department adopted office inspection and furnished samples to the receivers.

PORTIERES made from kernels of corn strung on stout linen thread were used by an ingenious woman to decorate her home.



Thomas F. Costello, Chicago, Ill., Asst't Chief Grain Inspector.

Grain Trade News

ARKANSAS.

Batesville, Ark.—The Batesville Flour & Feed Co. is repairing its plant.

CALIFORNIA.

Lindsay, Cal.—The Lindsay Alfalfa Co. incorporated; capital stock, \$50,000.

Los Angeles, Cal.—The formation of a grain exchange in connection with the Stock Exchange, is being agitated by the grain and cereal men of the city. The directors of the stock exchange have taken the matter under consideration and it is believed that a satisfactory arrangement can be made.

Receipts of grain at San Francisco during April included 12,047 tons of wheat, 10,066 tons of barley, 3,139 tons of oats, 250 tons of corn and 20,104 sacks of beans; compared with 15,848 tons of wheat, 9,686 tons of barley, 1,469 tons of oats, 581 tons of corn and 18,404 sacks of beans received during April, 1912.—Henry C. Bunker, chief inspector Chamber of Commerce.

CANADA.

Verwood, Sask.—The Verwood Grain & Supply Co. is in business at this point.

Montreal, Que.—W. W. Craig succeeded F. A. Stude as mgr. for Norris & Co., May 1.

Gretna, Man.—The elvtr. of the Ogilvie Flour Mills Co. burned Apr. 29, when fire destroyed \$600,000 worth of property at this point.

Sintaluta, Sask.—The 35,000-bu. elvtr. of the Dominion Elvtr. Co., Ltd., containing 15,000 bus. of wheat, burned recently; loss covered by insurance.

Zealandia, Sask.—J. L. Douglas has resigned the position as agent of the Goose Lake Grain & Lbr. Co., here, and is seeking a position in the grain business in the Southwest.

Westminster, B. C.—A grain weigher will be appointed for this station so that it will no longer be necessary for shippers to send carloads to Vancouver to be weighed and checked.

Fort William, Ont.—The Can. Pac. Ry. Co. has let contract to the Canadian Stewart Co., Ltd., for a 4,000,000-bu. addition to Elvtr. "D," now operated by the Grain Growers Grain Co.

Fort William, Ont.—The Western Elvtr. Co., Ltd., has awarded the contract for its new elvtr. to the Burrell Engineering & Constr. Co. and work has been started on the foundations of the plant.

West St. John, N. B.—The work on the new elvtr. of the Can. Pac. Ry. Co. at this point is progressing satisfactorily and the elvtr. will be ready for next year. The John S. Metcalf Co. has the contract.

Port Arthur, Ont.—Mathew Rone Sellers, for 20 years supt. of the elvtrs. of the Can. Pac. Ry. Co. at Ft. William, died Apr. 14. Of late years, Mr. Sellers has been in the grain business with his son, operating as M. Sellers & Son.

Lora, Sask.—The elvtr. of the Goose Lake Grain & Lbr. Co. has been in danger of collapse because of overload caused by the car shortage. The grain has all been shipped, but the house will have to be repaired before the handling of the next crop.—J. L. Douglas.

Regina, Sask.—The Saskatchewan Co-operative Co. reports that at the present time it has on file applications for over 400 elvtrs. in addition to the 139 houses now operating. Owing to the high prices of lumber now existing and the scarcity of it, it is not likely that over 50 elvtrs. will be erected by the company during 1913.

The fifth addition to the Elvtr. Map of Manitoba, Saskatchewan and Alberta is now off the press and shows in a detailed manner the grain elvtr. capacity at each station on the different lines of railway, the name of the station appearing in a different color for the respective railway upon which it is located. Copies may be obtained upon application to the Supt. of Railway Lands, Dept. of the Interior, Ottawa.

Montreal, Que.—Members of the Corn Exchange tendered a farewell banquet Apr. 29 to F. A. Stude, representative of Norris & Co. and D. Plewes, representative of the Maple Leaf Mfg. Co., both men having accepted positions with James Richardson & Sons of Toronto. Mr. Stude will represent the firm on the floor of the Winnipeg Grain Exchange and Mr. Plewes will be the representative on the Toronto board.

Amendments to the grain inspection act recently considered by the Senate, were as follows: To enable a grain inspector to be appointed by a chief inspector without examination by the examining board; the continuing of commercial grades where a crop is not similar to that of the preceding year, that the grain standards board need not meet to fix commercial grades; the appointment of inspectors to weigh grain at Western mills, the mill to provide for his salary, where fees do not meet it. The amendments were agreed to and the bill reported.

Montreal, Can.—The sec'y of the Harbor Commission has sent the following notice to the sec'y of the corn Exchange; that grain stored in elvtr. No. 1, for delivering to vessels berthed east of elvtr. No. 2, will be charged 3/10c per bu., and that grain stored in elvtr. No. 2, for delivery to vessels berthed west of elvtr. No. 1, will also be charged 3/10c per bu. This charge to be in addition to the regular elevating and delivery charges. Grain dealers, in ordering grain into the commissioners' elvtrs., so as not to incur the above transfer charges of 3/10c per bu., should designate the elvtr. in which the grain is to be stored.

COLORADO.

Sedgwick, Colo.—A. Jankovsky is now running the elvtr. I formerly operated.—S. E. Pecht.

Pueblo, Colo.—I am not handling grain at present. I moved to La Junta and am now in Los Angeles, Cal.—R. R. Touhy.

Ovid, Colo.—I will not be in the grain business again until after harvest, when I will either build an elvtr. at this point or buy from here.—S. E. Pecht, Sedgwick.

Pueblo, Colo.—H. H. Seldomridge, pres. of the Colorado Grain Dealers' Ass'n is a member of Congress and we will not have our state meeting until after Congress adjourns.—J. F. Sprengle, sec'y.

Denver, Colo.—Patrick H. Mullen, one of the proprietors of the Colorado Mill & Elvtr. Co., and the Hungarian Mill & Elvtr. Co., died May 2 from apoplexy. J. K. Mullen, his brother, who is also a member of the same firm, was seriously ill at the time of his brother's death and suffered a relapse.

Poso sta., Model p. o., Colo.—We now have a 30,000-bu. elvtr., equipped with a 10-h.p. gasoline engine, conveyors, Howes Separator, Fairbanks Automatic Scale and Wagon Scale, warehouse scales and feed grinder. We handle wheat, oats, barley, rye, Mexican beans, seeds and alfalfa.—The Model Merc. Co., F. Schlendering, mgr., Model.

IDAHO.

Halley, Ida.—The Pioneer Grain & Elvtr. Co. has brot suit against J. H. Beamer & Co. for \$330 with 7% interest from Jan. 1912, alleging that the defendants refused to deliver 75,000 lbs. of oats ordered by the plaintiffs.

Downey, Ida.—We are not sure as to how many elvtrs. we will build this season, but are figuring on a number of warehouses, and will install screw conveyors and other machinery.—R. C. Geddes, pres. Farmers General Trading Co.

ILLINOIS.

Weldon, Ill.—W. A. Webb is remodeling his elvtr.

Mahomet, Ill.—Wm. Wykle is repairing his elvtr.

Tonica, Ill.—I may paint my elvtr.—W. E. Kreider.

Dwight, Ill.—Cars very hard to get.—Harrison Bros.

Randolph, Ill.—The elvtr. of Martens Bros. is being repaired.

Pana, Ill.—Barrett & Son are putting in a new Howe Scale.—S.

Emery, Ill.—The Shellabarger Elvtr. Co. is repairing its elvtr. at this station.—S.

Dana, Ill.—The recently organized Farmers Elvtr. Co. will build or buy an elvtr.

Jerseyville, Ill.—E. Cockrell will install a new dump and wagon scale at his elvtr.

Cropsey, Ill.—James P. Hayward of Hayward Bros., died recently at the age of 65.

Lilly, Ill.—We will put a sheet iron roof on our elvtr.—Walker, Viemont & Sparks.

Altmar sta., Streator p. o., Ill.—I am putting new scales in my elvtr.—T. M. Hoarty.

Jerseyville, Ill.—W. C. Courthard contemplates the installation of a new dump at his elvtr.

Watseka, Ill.—Homer Bell will succeed G. H. Ricketts as mgr. of the Farmers Elvtr. Co.

Mahomet, Ill.—The Mahomet Grain Co. has increased its capital stock from \$10,000 to \$25,000.

Roscoe, Ill.—Ivan Whiting is now mgr. of the elvtr. recently purchased by J. H. Paterson & Co.

Fairmount, Ill.—O. C. Benson will make improvements in his elvtr. and install a 50-h.p. engine.

Lostant, Ill.—We expect to give our elvtr. a new coat of paint this spring.—H. C. Vollmer & Co.

Mahomet, Ill.—C. A. Pricer of this city is now with the Mutual Grain Co. of Indianapolis, Ind.

Sherrard, Ill.—B. L. Christy of Viola has bot the elvtr. of Clark Bros., taking possession May 1.

Minonk, Ill.—We have just built new dumps, making them larger than before.—B. M. Stoddard.

Walnut, Ill.—S. P. Cunningham has succeeded J. C. Meisenheimer as mgr. of the Walnut Grain Co.

Manito, Ill.—Lee Vaughn is now engineer and general mechanic at the elvtr. of the Smith-Hippen Co.

Lilley, Ill.—G. J. Bronaugh of Auburn has succeeded A. Drohan as mgr. of the Zorn Grain Co.—S.

Atwater, Ill.—The elvtr. of G. W. Barrett & Co., burned recently, will be rebuilt this spring.—W. L. Enslow.

Dwight, Ill.—The elvtr. of Harrison Bros. has been equipped with motors and is now operated by electricity.

Springfield, Ill.—The House Labor Com'tee sent the working men's compensation bill to a sub-com'tee, May 1.

St. Joseph, Ill.—Swearingen & Walker are overhauling their elvtr. and putting it in shape for the new crop.

Prophetstown, Ill.—We are remodeling our elvtr., putting in a new leg and a new dump.—J. E. Frary & Son.

Atwater, Ill.—G. W. Barnett contemplates the erection of an elvtr. to replace the one burned some time ago.

Donovan, Ill.—Arvie Nordwell will succeed Dwight Worsham as mgr. of the Donovan Grain Co., Aug. 1.—S.

Bloomington, Ill.—A. N. Steinhart, sec'y of the Farmers State Grain Dealers Ass'n, is now a resident of this city.

Tremont, Ill.—Burglars recently attempted to blow open the safe in the elvtr. of the Tremont Mutual Grain Co.

Beckemeyer, Ill.—The Carlyle Mill & Grain Co. is in control of our elvtr. and is repairing it.—Beckemeyer Bank.

Kinsman, Ill.—We are remodeling our elvtr. legs and are putting in new cups.—H. McManus, mgr. Davis Grain Co.

Belleville, Ill.—Miss Meta Leopold has announced her engagement to Louis Rhein, gen. mgr. of the Rhein Grain Co.

Plainfield, Ill.—James H. Baxter, engineer at the elvtr. of Kersten & Smiley, was married Apr. 24 to Mrs. Emma Herren.

San Jose, Ill.—John Fryer is putting in a new Howe scale at his old elvtr. Work is progressing on the new house.—S.

Savanna, Ill.—The roof of the elvtr. of M. A. Law was discovered on fire, Apr. 28, but quick work saved the building.

Peterstown sta., Mendota p. o., Ill.—The Farmers Elvtr. Co. has the foundation about completed for a new elvtr.—S.

Wendell, Ill.—The Wendell Grain Co. has a new elvtr., but no manager. Its grain is being marketed by J. D. Bartle of Mendota.

Little York, Ill.—We have bot the elvtr. of S. C. Bartlett & Co.—Little York Grain Co., H. E. Chamberlin and P. H. Shughart, props.

Remember, the annual meeting of the Illinois Grain Dealers' Ass'n at Chicago, to be held June 3 and 4, at the La Salle Hotel.

Springfield, Ill.—The anti-pass bill introduced in the Senate by Senator Hurburgh, was passed by that house Apr. 29 by a vote of 33 to 6.

Healy sta., Risk p. o., Ill.—We are installing a Reliance Automatic Scale in our elvtr.—D. T. Crumbaker, mgr. Healey Grain Co.

Craig, Osprey p. o., Ill.—Ledden & Young have received no grain since early last fall owing to the serious illness of Mr. Ledden.—S.

Kaser sta., Carrollton p. o., Ill.—The Kaser Co-operative Co. will build an elvtr. here. Grant McAdams is pres.—E. R. Hendricks.

Chrisman, Ill.—The private elvtr. of J. Russ Grace containing 6,000 bus. of corn burned at noon May 6; loss \$8,000; small insurance.

Broadlands, Ill.—We expect to remodel our elvtr. and build an addition this fall.—T. A. Messman, mgr. Broadlands Grain & Coal Co.

Springfield, Ill.—H. B. 277, which is known as the car sweeping bill, has been favorably reported out of com'te for a second reading.

Sidney, Ill.—Rich & Blankenbaker are building a 12x76 ft. coal shed and will also build a 16x16 ft. office as soon as the old office can be moved.

Kinsman, Ill.—We are installing three electric motors for power purposes. We get our current from the Public Service Co.—Thos. Ryan & Son.

Yates City, Ill.—The roof of the elvtr. of W. E. West caught fire at 6:30 a. m., Apr. 23, but the blaze was quickly extinguished, little damage resulting.

Morton, Ill.—The Farmers Grain & Live-stock Co. has built a 12x16 addition to its office to be used as a meeting place for its Board of Directors.—S.

Cabery, Ill.—T. Jades of Kankakee has bot the elvtr. of Garrett Nugent, which has been operated under lease by the Kempton Farmers Elvtr. Co.

Taylorville, Ill.—B. F. Jostes & Co. have bot the elvtrs. of Twist Bros. at this station and at Willey, paying \$7,000 for the first and \$11,000 for the latter.

Van Orin, Ill.—We hope to entirely remodel our elvtr. this summer and install an automatic scale.—Harry Stauffer, mgr. Van Orin Farmers Elvtr. & Supply Co.

Frankfort, Ill.—H. F. Bruggeman of Tinley Park, Ill., has bot the elvtr. of C. J. Meyers, which has been operated under lease by G. L. Ulrich since December 1912.

Macon, Ill.—We have bot the elvtr. of J. W. Bradway & Co., taking possession May 1. B. M. Godwin will be agt.—V. H. Suffern, W. H. Suffern Grain Co., Decatur, Ill.

Hadley, Ill.—The Barry Bros. Mfg. Co. will build a 6,000-bu. elvtr. and will equip it with an air cooled engine and one elvtr. leg. The Decatur Constr. Co. has the contract.

McNabb, Ill.—I sold my elvtr. here to the McNabb Grain Co., Apr. 12, for \$6,000, giving possession May 1. W. A. King, my mgr., is being urged to retain his position.—W. J. Matern.

Grayville, Ill.—G. P. Bowman & Son. are reported to be shipping spoiled corn to Terre Haute. The grain was damaged by the flood, but can be used for products not intended for food.

Barnett, Ill.—Farmers are interested in the organization of an elvtr. company and if successful in securing the required stock, will take over the business of G. W. Barnett at this station.

Potomac, Ill.—The elvtr. of K. A. Harper was threatened with destruction by fire at noon, Apr. 22, when a large pile of cobs near the elvtr. caught fire and only hard work saved the plant.

Minonk, Ill.—We are planning to raise our office and build a concrete fireproof vault. We have no safe and need the vault for the protection of our records.—Clarence Lowe, mgr. Minonk Farmers Elvtr. & Supply Co.

Peoria, Ill.—It is believed that an interchange agreement will be reached between the Peoria Terminal Ry. Co. and the Ill. Traction System so that grain coal etc. can be handled from one line to the other.

Gifford, Ill.—While delivering corn at the elvtr. of Wood Bros. & Co., Walter Ware dumped a 5 gal. jug of cream that he had on the wagon in with the corn and it was necessary to move about a ton of corn to recover it.

Lorenz, Ill.—This station has no elvtr. In the winter farmers either ship the corn themselves or sell it to John Trotter of Coal City, who then has the grain scooped into cars or loaded into the car by a farmers dump.—S.

Quiver sta., Havana p. o., Ill.—The elvtr. of the Turner Hudnut Co. on the C. P. & St. L., containing 2,000 bus. of grain, burned to the ground at 12 n., Apr. 30, the fire starting in the roof from a spark from a passing engine.

Joliet, Ill.—The H. T. Truby Grain Co. made an assignment in favor of its creditors, May 7. The company is capitalized at \$100,000 and owns and operates 6 elvtrs. Failure to get cars is given as the reason of the assignment.

Joliet, Ill.—W. E. Hawkins, who has been in charge of the elvtr. recently operated by the Truby Grain Co. and prior to that by the Druby Bros., for the last 26 years, has resigned and will engage in the painting business.

Vernon, Ill.—We have painted the iron siding on our elvtr. every year since it has been on the elvtr. and it still leaks. We have decided there is nothing better than wood siding and will side our elvtr. with wood this summer.—W. C. Walsh.

Sheldon, Ill.—Dwight Worsham, mgr. of the Donovan Grain Co., Donovan, will succeed W. W. Wilson as mgr. of the Sheldon Elvtr. Co., Aug. 1. Mr. Wilson is retiring after long years of uninterrupted service on account of ill health.—S.

Capron, Ill.—Wm. Mulligan of Mulligan Bros., was seized with cramps while wading in the river, Apr. 19, and narrowly escaped drowning. He was unconscious for a number of hours after being taken from the water, but is thot to be out of danger.

Bloomington, Ill.—E. S. Summers has bot an interest in the Central Mill & Elvtr. Co. and on Apr. 28 became city salesman for the company.—W. A. Summers.

Mazon, Ill.—T. E. Kelly, owner of a local elvtr., while adjusting the elvtr. belt, caught his hand in one of the cups and was held a prisoner for an hour and a half, before help arrived and he was released. The hand was badly crushed, but no bones were broken.

Grinnell Siding, Kankakee p. o., Ill.—Bartlett, Frazier & Co. are building a 7,000-bu. cribbed elvtr. at this point. The Burrell Mfg. Co. will furnish the machinery and the house will be built under the direction of our foreman, Louis Richerts.—S. Orr, supt.

Tampico, Ill.—A. Theo. Peterson, mgr. for the Neola Elvtr. Co., for the last nine years, will take a vacation after which he will have charge of another elvtr. of the same company at some other station, the elvtr. here having been leased to the Farmers Elvtr. Co.—S.

Lexington, Ill.—Elmer Hill, employed in the elvtr. of A. P. Schantz, while crossing from one bin to another on a plank, fell 18 ft. to the bottom of the bin when the board broke. The bin was empty and he escaped without any broken bones, but was badly bruised and will have to use crutches for a while.

Sciota, Ill.—Mrs. L. E. Huff has brot suit against E. E. Sapp, alleging that Sapp bot 1,400 bus. of corn from Frank Hall, a tenant of the plaintiff's, who owed her \$600 for the rent of the farm on which the corn was raised. Mrs. Huff claims that Sapp knew that Hall was her tenant when he bot the grain.

Mackinaw, Ill.—We store oats at the rate of 1c per bu. for the first 30 days and ½c per bu. for each month thereafter. The storage rates are high but even at that we lose money on stored grain. We do not want to store anything, as it is a money losing proposition for both the farmer and ourselves.—Thos. Blair, mgr. Mackinaw Grain & Stock Co.

Springfield, Ill.—E. R. Ulrich, Jr., and C. M. Ulrich, operating as Ulrich & Co., have brot suit against the C. P. & St. L. Ry. Co., the Ill. Traction System and C. H. & D. Ry. Co. for alleged loss of grain by the roads handling shipments of the plaintiffs, who claim a loss of from 2 to 20 bus. of grain per car, in shipments of over 100 cars. Damages to the amount of \$380.84 are asked of the C. P. & St. L., \$1,302.52 of the C. H. & D., and \$350.71 of the Ill. Traction.

Springfield, Ill.—The E. B. Conover Grain Co. has been organized by Ernest Conover and John McHenry of Virginia, and A. J. Jones and S. Fernandes of Jacksonville. Offices will be established in this city, Bloomington, Jacksonville and Virginia. Messrs. Conover and McHenry will move to this city and open the office here May 15 and P. R. Marshall of Virginia, will have charge of the Jacksonville office, which will be retained. The company will do a general brokerage and commission business.

Windsor, Ill.—We are nearly ready to start work on our new 25,000-bu. elvtr. to replace the one burned Mar. 13. We will install all needed machinery for the quick handling of ear corn, oats and wheat, operating with two motors, one at the bottom to drive sheller and feeds and the other at top to drive both legs and cleaner, doing away with all drives. We will install a Richardson Automatic Scale and a gravity loader. We hope to have the house in operation in time for oats.—W. B. Wallace, mgr. and sec'y Windsor Grain Co.

Peoria, Ill.—D. H. Knox, who until two weeks ago was in the employ of Wm. E. Gable, gen. agt. N. S. Casualty Co., has disappeared. He is short about \$300 in his accounts with Mr. Gable; and various grain men who accommodated Mr. Knox by cashing his checks are also bemoaning the loss of amounts from \$5 to \$10. His specialty is grain elvtr. insurance. He gets the business and gives the assured a binder contract and collects an advance

fee. After this he disappears. Warrants are out for his arrest. Grain men; watch out!

Receipts of grain at Peoria during April included 193,800 bus. of wheat, 885,534 of corn, 623,149 of oats, 266,100 of barley and 62,400 bus. of rye; compared with 82,500 bus. of wheat, 1,049,695 of corn, 614,513 of oats, 140,132 of barley and 8,400 bus. of rye received during April, 1912. Shipments for the month include 195,000 bus. of wheat, 544,651 of corn, 811,017 of oats, 119,275 of barley, and 56,400 bus. of rye; compared with 75,127 bus. of wheat, 514,208 of corn, 800,800 of oats, 76,889 of barley and 6,400 bus. of rye shipped during April, 1912.—John R. Lofgren, sec'y Board of Trade.

Rutland, Ill.—We are located on the C. & A. and have been somewhat handicapped this past winter because of car shortage. The I. C. is however now making overtures toward giving us connections with their line. Our elvtr. is thoroly modern. Our scale pit is at least seven feet deep, the basement under dumps and elvtr. is all concrete and all our bins are absolutely self cleaning. We weigh out all our shipments with a Fairbanks Automatic Scale and tack a card bearing our weight on the car door. We insist that our weights must hold out.—L. E. Ingram, mgr. Rutland Farmers Elvtr. & Supply Co.

Decatur, Ill.—Extra men are being put on in the Chicago & Decatur yards of the Wabash Ry. Co. repairing box cars and making them fit for grain loading. As soon as some of the cars now in the various yards can be repaired, officials hope to supply the demand, which has been unusually heavy of late, only about 1/7 of the number ordered being supplied. The situation on Apr. 25 showed that on the northern districts and Streator branch, elvtrs. ordered 67 cars, and only 9 could be given them, so that they were short 58; on the Effingham and Champaign branches, and east end district, 68 cars were ordered, 7 were supplied, making 61 short; on the St. Louis branch of the division, 22 cars were ordered, 12 were supplied, making 10 short, a total shortage of 149 grain cars on this division.

CHICAGO NOTES.

Frank G. Ely has moved into new quarters in the Webster Bldg.

W. P. Anderson & Co. now occupy offices in the new Webster Bldg.

John M. White, an old Board of Trade man, and father of A. J. White, died May 3, at the age of 87.

J. T. McLaughlin & Co. has moved its office from the Board of Trade Bldg. to the New York Life Bldg.

CHICAGO CALLERS: J. L. Douglas, Geary, Okla.; John Dammann, Bennett, Ia.; H. F. Stellwagen, Frankfort, Ill.

Elmore, Squire & Co. are liquidating their affairs and will retire from business. They have closed the Interior Elvtr. at South Bend, Ind., which they operated under lease from the Lake Shore Ry. Co.

The Board of Trade on May 8 filed answer to the suit brot by the government alleging the "call" to be in restraint of trade. The answer was published in advance of filing by the Journal, page 520, Apr. 10 number.

G. H. Rikert of Chicago has accepted the position of Official Scale Inspector of the Illinois Grain Dealers Ass'n and will assume office May 19. He will succeed Clay Johnson who recently resigned.—S. W. Strong, sec'y.

The annual ball game of the Board of Trade will be played at the White Sox Park, June 13, between the Board of Trade nine and one from the University of Chicago, the proceeds to be used for the completion of the camp for boy scouts at White Lake, Mich.

The old Rock Island Elvtr. B. leased until recently by the J. Rosenbaum Grain Co., is now being wrecked by the Ruel Wrecking & Lbr. Co. The elvtr. is located at 13th St. and the Chicago River, and was built in 1861. The site will be used for railroad purposes.

Roderick W. McKinnon, a partner of Logan & Bryan for the last 10 years, has retired from the company on account of ill health and will take an indefinite vacation. The partners remaining in the business, Ben B. Bryan, John G. Lonsdale, T. J. Brosnahan and Stuart Logan, will continue the business under the old firm name.

Pending the opinion of the grain com'te of the Board of Trade, several carloads of oats being transferred from private to public elvtrs., Apr. 30, were graded No. 3, the chief inspector claiming that they contained yellow oats and cud not be graded higher than No. 3 white. The grain com'te upheld this decision, but the appeals com'te whose action is final, later graded them standard.

Application for membership in the Board of Trade has been made by Arthur Turnbull, C. H. Sayle, James F. Simpson, Jos. P. Peurrung, Seabury Davies, Laurence H. Armour and A. C. Gary. Will Behrel, Clarence D. Turner, Calvin B. Crawford and J. F. Black have been admitted to membership and the memberships of Louis G. Squire, John Linderholm, Otto J. Volkman, Chas. M. Wood, David Simons and the estate of Gurdon G. Moore have been posted for transfer. Memberships are quoted at \$2,000 net to buyer.

Receipts of grain at Chicago during April included 2,924,000 bus. of wheat, 3,622,000 of corn, 7,640,000 of oats, 2,276,000 of barley and 222,000 of rye; compared with 970,000 bus. of wheat, 3,016,150 of corn, 6,145,800 of oats, 865,500 of barley and 117,500 of rye received during April 1912. Shipments for the month included 3,285,000 bus. of wheat, 8,208,000 of corn, 7,018,000 of oats, 647,000 of barley and 262,000 bus. of rye; compared with 1,767,450 bus. of wheat, 6,514,850 of corn, 7,471,600 of oats, 250,600 of barley and 119,900 bus. of rye shipped during April 1913.

After investigating charges made by John Hill, Jr., the com'te of the Illinois Senate reported Apr. 30 "that said Hill wrote and circulated a letter under date of Apr. 5, 1913, cleverly devised to create the impression by innuendo that a corruption fund had been raised by certain members of the Chicago Board of Trade and that certain members of the General Assembly had been corruptly influenced to vote for Senate Bill 126, that said letter was so phrased and given to the press for the purpose of creating a sensation to thereby defeat the passage of said bill, not upon its merits, but by directing prejudice and suspicion upon said bill. Your com'te further reports, in view of the opinion of the Attorney General herein, that there is some doubt whether said Hill can be punished for the circulation of said letter prior to the appearance of said bill at the bar of the Senate, but that any repetition of such practices by said Hill can be punished as contempt of the Senate."

W. M. Hopkins, mgr. of the transportation dept. of the Board of Trade, issued Bulletin No. 225, Apr. 25, dealing with the decision of the Interstate Commerce Commission in the matter of the reduced rates on export grain from Missouri river points to the gulf, rendered Apr. 8. The bulletin reads in part as follows: Last August the Missouri River-Gulf lines reduced the rates on grain for export 3c on coarse grain and 4c on wheat from Omaha, Kansas City and other Missouri River points to New Orleans, Galveston and other Gulf ports, without making any reduction in rates to Chicago and other Eastern points, the Board of Trade lodged a complaint before the Interstate Commerce Commission on the ground of discrimination, taking position that either a corresponding reduction should be made in the rates to Chicago, or the former rates to Gulf ports be restored. The Commission permitted the restoration of the former rates from the Missouri River markets to the Gulf, thus leaving the rates from the Missouri River markets relatively where they were before any reductions to the Gulf ports were made. In deciding upon the issues of the complaint the Commission said: "It was clearly shown that an insufferable and grossly discriminatory situation had been created by the action of the Missouri River-Gulf lines. The

question of whether or not the present rates on export grain thru the different ports are properly adjusted is not presented, but the facts adduced disclose a situation which would probably warrant the Commission in exercising its power of suspension and perhaps instituting a general investigation shud the question again be presented acutely by some such action as that recently resorted to by the lines from the Missouri River to the Gulf." Under this decision of the Commission we have gained what we sought, namely, to prevent a reduction in the rates on grain for export from the Missouri River markets to the Gulf ports again being made without a corresponding reduction in rates from those same markets to Chicago.

INDIANA.

Ambia, Ind.—We are painting our elvtr. and cleaning up in general.—W. A. Summers.

La Fayette, Ind.—The Crabbs-Reynolds-Taylor Co. is siding its elvtr. with Iron.—S.

Whiteland, Ind.—I contemplate entering the grain business at this point.—Frank Dickson.

Wadena, Ind.—The Wadena Grain Co. is installing 3 electric motors for power purposes.—S.

Nappanee, Ind.—The Nappanee Produce Co. contemplates the installation of a shelter and may build corn cribs.

Wabash, Ind.—The King Grain Co. incorporated; capital stock, \$10,000; directors, A. W., Jr., F. I. and M. King.

Hobbs, Ind.—The Hobbs Grain Co. has bot the elvtr. of A. B. Cohee & Co., possession being given May 5.

Marshfield, Ind.—The Wolfram Grain Co. has bot the elvtr. of Chas. Graf and will take possession May 19.

Lake, Ind.—We will install power, wheat cleaner and elvtrs. in our elvtr. before harvest time.—Collins & Swallow.

Burrows, Ind.—T. J. Ryan has bot the elvtrs. of John Wilhelm at this station and at Tecoma and will take possession May 19.

Sholes, Ind.—The report that Brandon & Jackson had bot an elvtr. at this station, was incorrect, the elvtr. being located at Sholes, Neb.

Lochiel sta., Fowler p. o., Ind.—We are building some new coal bins and are otherwise improving our property.—J. A. Stone, mgr. Farmers Elvtr. Co.

San Pierre, Ind.—My lease on the elvtr. of O. A. & W. S. Lasley is for 2 years and I have an option to buy the property at the end of that time. I will not make any improvements now.—R. T. Kingman.

Vallonia, Ind.—We are now building a new 30,000-bu. cribbed elvtr. on the B. O. S. W. and will install a receiving separator of 750 bus. per hour and an elvtr. of 1,000 bus. per hour capacity.—L. L. Bundy Mill Co.

Culver City, Ind.—The report that the Culver City Grain & Coal Co. had succeeded Hawkins & Marshall as stated in this column, Apr. 25, is incorrect. Hawkins & Marshall are the proprietors of the Culver City Grain & Coal Co. and have been for over a year.—E. H. Hawkins.

Jeffersonville, Ind.—The elvtr. and mill of Eberts & Brö. burned Apr. 20; loss, \$100,000; insurance, \$65,000. Two explosions occurred during the fire, the boilerheads being hurled 200 ft. The elvtr. contained 25,000 bus. of wheat and \$40,000 worth of flour was in the mill. The plant will probably be rebuilt, but may be erected at Louisville, Ky.

The Indiana Grain Dealers Ass'n will hold its annual midsummer meeting at Cincinnati, O., June 17 and 18. On the afternoon of June 17 a joint meeting will be held with the Council of Grain Exchanges and the Ohio Grain Dealers Ass'n at the Palace Hotel, where on June 18 the Indiana dealers will hold their separate business session. A good program is be-

ing prepared. A general entertainment will be given on the evening of June 17 by the Grain & Hay Exchange. As a crowded condition of the hotels is anticipated reservations of rooms should be made early thru Carl Dehoney, sec'y of the Publicity Com'te, Chamber of Commerce, Cincinnati.

Indianapolis, Ind.—Elsewhere in this number of the Journal is published a digest of the Shively-Spencer utility commission law, to which Chas. B. Riley, sec'y of the Indiana Grain Dealers Ass'n, directs the attention of grain dealers, saying "It is clearly understood that any elvtr. or warehouse that stores grain for its customers, will be subject to the jurisdiction of the Commission. The trouble, expense and embarrassment that will come to the grain dealers who attempt to comply with the statute in the matter of bookkeeping, accounting, etc., will be so great that they cannot possibly justify themselves in performing that service, and particularly since it is understood by all that such service in the past has been a source of loss as well as annoyance and much trouble to the grain trade and of but little benefit to the producers, for whom they perform the service."

IOWA.

Lowden, Ia.—Farmers are organizing an elvtr. company.

Irwin, Ia.—The Updike Grain Co. has repainted its elvtr.

Lanyon, Ia.—The Farmers Elvtr. Co. has bot the Brown Elvtr..

Luther, Ia.—Mr. Becker is now mgr. of the Farmers Elvtr. Co.

Palo, Ia.—J. M. Hays is now mgr. of the Farmers Elvtr. Co.

Paton, Ia.—L. A. Seelman is now mgr. of the Farmers Elvtr. Co.

Grange, Ia.—J. F. Manning is now mgr. of the Farmers Elvtr. Co.

Bayard, Ia.—John Davidson is now mgr. of the Farmers Elvtr. Co.

Green Mountain, Ia.—The Farmers Elvtr. Ass'n is improving its elvtr.

Walford, Ia.—The Farmers Elvtr. Co. will install an automatic scale.

Long Grove, Ia.—I am agt. for the Interior Grain Co.—E. H. Anschutz.

Callender, Ia.—The Farmers Elvtr. Co. will repaint its elvtr. at an early date.

Grundy Center, Ia.—Work on the new elvtr. of Paul Akin has been started.

Conroy, Ia.—The Hilton Lbr. & Grain Co. is building an addition to its office.

Keystone, Ia.—The Farmers Elvtr. Co. has built a new office and a lumber shed.

Grinnell, Ia.—The Farmers Mutual Elvtr. Co. has increased its capital stock to \$9,000.

Lowmoor, Ia.—W. L. and A. Danner ship grain out of this station, but have no elvtr.—S.

Rolfe, Ia.—The Farmers Grain & Coal Co. will make extensive improvements in its elvtr.

Wauke, Ia.—E. E. Ozbun has succeeded H. J. Shoeman as mgr. of the Farmers Elvtr. Co.

Wesley, Ia.—The Kunz Grain Co. has laid a new floor in its office and is installing a safe.

La Porte City, Ia.—W. H. Bickle, mgr. of the Producers Elvtr. Co. has bot a home in this city.

Watkins, Ia.—The Watkins Grain Co. contemplates the installation of an automatic scale.

Cotter, Ia.—We have succeeded Geo. B. Staff and are rebuilding our elvtr.—Geo. B. Staff & Son.

Fort Atkinson, Ia.—The Farmers Co-operative Produce Co. has bot the elvtr. of Gilchrist & Co.

Woodford, Ia.—H. Lesch & Co. have installed two Hall Non-mixing Signaling Grain Distributors.

Bayard, Ia.—The Farmers Elvtr. Co. has let contract to the Younglove Constr. Co. for a 30,000-bu. elvtr.

Monroe, Ia.—I will build a 20,000-bu. elvtr., equipped with sheller and automatic scale.—R. B. Hendershot.

Robinson sta., Coggon p. o., Ia.—The Farmers Lumber Co. will start work on its elvtr. at an early date.

Spirit Lake, Ia.—A farmers union is reported to have been organized at this station to build a \$7,000 elvtr.

Washington, Ia.—I expect to remodel and enlarge my elvtr. before the new oat movement begins.—Wm. A. Whiting.

Lamoni, Ia.—The elvtr. of the Farmers Elvtr. Co. is now open for business.—Davis City Elvtr. Co., Davis City.

Eagle Grove, Ia.—The elvtr. of the Quaker Oats Co. burned to the ground at 2 p. m., Apr. 30; loss, \$7,000.

Colo, Ia.—The elvtr. of the Farmers Elvtr. Co. is being remodeled. The Newell Constr. Co. has the contract.

Des Moines, Ia.—An appropriation of \$2,000 was voted to the State Corn & Small Grain Ass'n by the legislature.

St. Benedict, Ia.—The organization of a farmers elvtr. company at this station has been abandoned for the present.

Laurens, Ia.—The Farmers Elvtr. Co. has let contract to the Younglove Constr. Co. for a 20,000-bu. up-to-date elvtr.

Liscomb, Ia.—The repairs on the elvtr. of B. Vorhes have been completed and the elvtr. is again receiving grain.

Rockwell City, Ia.—The Farmers Grain Co. is building new approaches to the elvtr. and making general repairs.

Carney sta., Charles City, Ia.—The Farmers Grain Ass'n will build a 24x30 ft. warehouse of cement, with fireproof roof.

Fairfax, Ia.—The Farmers Elvtr. Co. is painting its elvtr. and building a spur track to its warehouse and coal yard.

Lake City, Ia.—The Updike Grain Co. contemplates installing automatic scales and generally remodeling its elvtr.—S.

Jessup, Ia.—W. A. Bryant & Co. of Cedar Falls, has let contract for a up-to-date elvtr. at this station to the Newell Constr. Co.

Minburn, Ia.—The recently organized Farmers Elvtr. Co. will build a 20,000-bu. elvtr., equipped with up-to-date machinery.

Arnold, Ia.—I have succeeded Johnson & Curtis and have the only elvtr. here, replacing the house burned in 1911.—Chris Johnson.

Wellsburg, Ia.—Meyers & Frericks have bot the elvtr. of D. J. Peters & Sons and will take possession July 1.—Farmers Elvtr. Co.

Grand Mound, Ia.—J. S. Buchanan resigned as mgr. of the Western Elvtr. Co., May 5, and will return to his home in Lincoln, Neb.

Minden, Ia.—E. H. Anschulz, formerly sec'y and mgr. of the McCaustland Grain Co., has severed his connection with that company.

Lytton, Ia.—We expect to install an automatic scale and do general repair work in our elvtr.—Edward J. Funk, mgr. Farmers Elvtr. Co.

Ferguson, Ia.—The elvtr. of the Farmers Elvtr. Co. will probably have to be moved on account of the building of double tracks by the C. M. & St. P.

Corwith, Ia.—I will be mgr. of the two elvtrs. of the Bowles-Billing Grain Co. of Algona, at this station. Paul Culp will be my assistant.—A. J. Dodge.

Britt, Ia.—The Farmers Industrial Union is tearing down its old elvtr. and will let contract for a 20,000-bu. house to be erected on the site, at an early date.

Marietta, Ia.—The Bowles & Billing Grain Co. has moved a 30x50 ft. granary from its elvtr. at Marshalltown, to its new house at this station, a distance of 6 miles.

Hobart sta., Algona p. o., Ia.—The Farmers Ass'n has been formed to build an elvtr. S. H. McNutt, P. H. Hargaves, J. M. Moore and others are interested.

Zearing, Ia.—J. S. and R. J. Pulley of Manson, have traded their hardware business for the elvtr. of Haase Bros. at this station and will take possession May 15.

Marshalltown, Ia.—Reports to the effect that an elvtr. is being built at this station are incorrect. L. G. Clay writes: No elvtr. being built here and none to be built.

Panora, Ia.—The Farmers Elvtr. Co. incorporated; capital stock \$4,000; officers J. R. Davies, pres., E. C. Trosell vice-pres., E. Mathison, treas. and O. Diehl, sec'y.

Victor, Ia.—We have not definitely determined as to the building of an elvtr. here and may drop the grain business altogether.—E. H. Haigler, Montezuma Lbr. Co.

Wheatland, Ia.—John Lohmann, who had been in the grain business for about 25 years, died on Mar. 28. The business will be continued as the J. Lohmann Estate.—S.

Ladora, Ia.—The officers of the recently organized Farmers Supply Co. are O. B. Slaymaker, pres., H. C. Gates, treas. and Grace Graff, sec'y. Ed. Funk of Lytton is mgr.

Huntington, Ia.—The Consumers Indpt. Lbr. Co. of Waucoma, has bot the elvtr. and yards of the Leo-Stade Grain & Lbr. Co. R. D. Swift is mgr. of the elvtr.—Fred Stade.

Woodburn, Ia.—The Woodburn Elvtr. & Mfg. Co. will build a 22x50 ft. office building, the office being 12x24 ft. and the balance of the space being used for scales and driveway.

Exira, Ia.—The elvtr. of E. Rothschild Co., which was built in the early seventies, will be torn down and a new and up-to-date house will be built on the site. H. Bornholt is mgr.

Easley sta., Gowrie p. o., Ia.—Clarence Dixon, who has been in charge of the elvtr. of the Farmers Elvtr. Co., caught his left arm in the engine belt, Apr. 30, and suffered severe injuries.

Eldora, Ia.—John H. Barlow will increase the capacity of his elvtr. 10,000 bus. He is adding 10 ft. to the height of the cupola and will install new machinery, including a flexible loading spout.

Des Moines, Ia.—W. B. Barney, state inspector, will send a booklet containing all the laws of the state referring to pure seed, seed corn, full weights, etc., to the farmers and dealers of the state.

Chapin, Ia.—We have leased the elvtr. of H. E. Froning on the M. & St. L. and have taken over the elvtr. of Moore Bros. and now have two elvtrs. here. O. E. Gridley is mgr.—Bowles-Billing Grain Co., Algona.

Bennett, Ia.—John Dammann, operating a line of elvtrs. with headquarters at Bennett, is planning to sell his houses and will enter into the manufacture and selling of an automatic automobile starter, his own invention.

Morrison, Ia.—Two boys were recently charged with having attempted to rob the local elvtr. and were taken into custody. They broke jail by locking the sheriff in the cell when he brot their supper, but one was recaptured.

La Porte City, Ia.—The new elvtr. of the Producers Elvtr. Co. will have a capacity of 18,000 bus. and will be equipped with the latest machinery. Work will be rushed on the building which will probably be ready by June 15.

Garrison, Ia.—The Farmers Elvtr. Co. has remodeled its elvtr., lowering the driveway and installing new dumps, man-lift and loading spout. Chas. Beckley, former mgr. of the Farmers Elvtr. Co. at Grinnell is now mgr.

Carroll, Ia.—The office of the Farmers Elvtr. Co. was entered by burglars recently and the cash drawer of the safe, which was unlocked, was pried open. They were rewarded with the sum of 7c, there being nothing else in the safe.

Armstrong, Ia.—It is rumored that L. Broderick, mgr. of the Farmers Elvtr. Co., who died Apr. 4 from the supposed accidental discharge of his shotgun, committed suicide, it being alleged that his accounts at the elvtr. are short \$7,000.

Marcus, Ia.—We will build storage room at Archer; make repairs at Edna and paint and fix up the elvtrs. at this station, Matlock, Hinton, Ia., and Steen, Minn. We also contemplate installing 3 automatic scales.—Edmonds Londergan Co.

Prairieburg, Ia.—The elvtr. of the Prairieburg Lbr. Co. burned at 10 a. m., Apr. 29. A gasoline explosion in the engine room started the fire. The mgr. of the elvtr., who was in the room at the time, was slightly burned about the face and hands.

Ackley, Ia.—The elvtr. of B. P. Held, containing 3,000 bus. of corn and oats, burned at 1:30 p. m., Apr. 25. The fire originated in the engine room and is believed to have been due to a defective gasoline engine. The loss is placed at \$12,000.

Melrose, Ia.—The report that Wilkin Bros. are building an elvtr. at this station is incorrect as they write us as follows: We are not building an elvtr. at Melrose, merely a grain and feed warehouse, 28x60 ft. We will have bin room for 4,000 bus. of grain.

Gilbertville, Ia.—Our new 10,000-bu. elvtr. will be completed by June 1. The house is up-to-date in every respect and is built to handle ear corn as well as small grains. We are putting in 7x14 in. cups, an 8-h.p. oil engine, Howe Platform Scale and Fairbanks Automatic Scale.—Gilbertville Grain & Lbr. Co.

Dennison, Ia.—The contract for the 30,000-bu. elvtr. of the Doud Mfg. Co. has been let to G. H. Birchard. The house will have 22 bins and will be built on the site of the present building which will be wrecked. It will be 35x35 ft. on the ground. A grain cleaner will be installed and the building will cost \$6,000.

Honey Creek, Ia.—We need an elvtr. at this station and need it badly as there is no resident buyer and it is 15 miles to the Council Bluffs Elvtr. and 6 to an elvtr. north of us. We have 14 square miles of territory to draw from, have shipped 200 cars of stock. An elvtr. man cud handle lumber and coal. Any questions in regard to the prospects will be cheerfully answered.—Stockmens Bank.

Muscatine, Ia.—This city has brot suit against the Great Western Cereal Co. asking for a judgment for the amount of \$683 for the rental of property occupied by buildings owned by the defendants. It is alleged that in 1898 the company leased an elvtr. site from the city at a specified rental of \$140 a year but that no rent has been paid for the last four years. The defendant company is in the hands of a receiver and the property has not been used for some time. It has also failed to pay rent for property on which a warehouse was built.

Sioux City, Ia.—By a unanimous vote of the directors of the Board of Trade, the American Linseed Co. was fined \$225 and suspended from the board until the fine has been paid, which, it is understood, the company does not expect to do. This action was taken as the result of the company's refusal to take Sioux City weights and inspection because of an extra cost of \$1.10 on each car. The company is buying much flaxseed from North Dakota and Montana here, but giving its patrons Minnesota weights and inspection. The Board of Trade took the position that it could not afford to be ignored in that manner, even by the American Linseed Co., if it proposed to continue efforts to build up a home market.—B.

KANSAS.

Cottonwood Falls, Kan.—F. I. Beach has bot the elvtr. of M. Stanford.

Ashland, Kan.—The Miller Grain Co. has bot the elvtr. of W. H. Peters.

Mineola, Kan.—The Farmers Elvtr. Co. contemplates erecting an elvtr.

Turon, Kan.—The Pacific Elvtr. Co. will tear down its old elvtr. and rebuild.

Acres, Kan.—The Farmers Elvtr. & Merc. Co. incorporated; capital stock, \$7,000.

Brewster, Kan.—J. M. Kellogg has bot the elvtr. of F. C. Kellogg.—J. D. Jacobs.

Cullison, Kan.—C. L. Daniels is now mgr. of the Farmers Grain & Merc. Co.

Osborne, Kan.—H. Thomas has let contract for a 17,000-bu. elvtr. to A. F. Roberts.

Argonia, Kan.—The alfalfa mill of the Argonia State Bank, burned recently; loss, \$10,000.

Humboldt, Kan.—Frank W. Dickinson, of Dickinson Bros., died Apr. 30 of kidney trouble.

Kiowa, Kan.—The Farmers Grain & Merc. Co. has built an addition to its office.—C. R. Dixon.

Beloit, Kan.—R. W. Dockstader of Cawker City, has let contract to A. F. Roberts for a 20,000-bu. elvtr.

McPherson, Kan.—The Farmers Elvtr. Co. is installing a Richardson Automatic Scale.—F. P. Hawthorne.

La Crosse, Kan.—The La Crosse Elvtr. & Produce Co. will build a 50,000-bu. elvtr.—J. B. Schweiger, sec'y.

Fairview, Kan.—The new 20,000-bu. elvtr. of Loyd Warners is nearing completion. A. F. Roberts has the contract.

Scottsville, Kan.—The McCauley elvtr. site for a third elvtr. is still pending with the R. R. Co.—F. M. McCauley.

Delavan, Kan.—We have not rebuilt our elvtr., burned Dec. 13, 1912, and will not for the present.—Robt. T. Ray Grain Co.

Wheaton, Kan.—We will install an automatic scale and increase the capacity of our elvtr. to 10,000 bus.—Force Elvtr. Co.

El Dorado, Kan.—The Kafir Corn Carnival will be held in this city at the time of the Butler County Fair on Sept. 22 to 26.

Zurich, Kan.—The elvtr. of M. S. Graham burned to the ground Apr. 29. It contained little grain at the time of the fire.

Spearville, Kan.—The Spearville Grain & Supply Co. is installing a dump scale. The P. H. Pelkey Constr. Co. is doing the work.

Frankfort, Kan.—The Gano Grain & Coal Co. has installed electric motor power to replace the gasoline engine in its elvtr.—M.

Sylvan Grove, Kan.—The Farmers Elvtr. Co. is building a new engine house. M. E. Wunderlich is building a mill at his elvtr.—F. E. Neffer.

Logan, Kan.—The Farmers Elvtr. Co. has let contract to P. H. Pelkey Constr. Co. for an up-to-date elvtr. and work has been started.

Meade, Kan.—The Farmers Equity Exchange has bot H. H. Butler's elvtr. and will take possession before the next crop begins to move.—M.

Haviland, Kan.—The O. K. Grain Co. of Durham, which purchased the Miller Grain Co. elvtr. at this station, has moved its headquarters here.—M.

Sedan, Kan.—The Sedan Mill owned by S. Park & Son is being dismantled and all the machinery with the exception of the corn machinery will be sold.

Burr Oak, Kan.—The Burr Oak Lbr. & Coal Co. has purchased a complete elvtr. equipment and the P. H. Pelkey Constr. Co. is doing the work of installation.

Lewis, Kan.—The Farmers Elvtr. Co. is building a new office of cement blocks with cement roof and floor and will furnish it in up-to-date style.—Rock Mill & Elvtr. Co.

Hutchinson, Kan.—The report that a terminal elvtr. will be erected at this point is premature as no definite plans for such a house have been made.—Bailey Grain Co.

Ft. Scott, Kan.—The business recently bot by C. H. Rupp is merely a local retail affair consisting of a store and a coal yard, not an elvtr. as has been reported.—Meade Grain Co.

Clearwater, Kan.—Farmers Elvtr. & Supply Co. incorporated; capital stock, \$5,000; incorporators, J. H. Tjarden, O. M. Rosenkrans, S. N. Broomfield, J. Cobb and Worth Chambers.

Wagstaff, Kan.—J. N. Rohrer and D. S. Lentz have started in business here and will operate as the Wagstaff Merc. Co. Carpenter & Co. are out of business.—Wagstaff Merc. Co.

Wellsford, Kan.—The Wellsford Grain Co. has purchased the C. A. Tabb elvtr. at this station; has taken possession and is now operating it. Geo. R. Lee is mgr. of the new company.—M.

St. Marys, Kan.—Corn in the chop bin in the elvtr. of the St. Marys Grain Co., recently caught fire and for a time threatened the elvtr. Quick work and a handy water barrel saved the plant.

Partridge, Kan.—I have had no reason to complain of car shortage on the Santa Fe, but my competitor was up against it on the C., R. I. & P. Looks now as tho we wud have plenty to do this season.—Joe Clark.

Gray sta., Burdett p. o., Kan.—The Farmers Grain & Supply Co. incorporated; capital stock, \$10,000; incorporators, F. D. Lowery, E. E. Frizell and L. J. Huling of Larned, J. A. Eakin of Burdett and J. J. Vetty of Houston.

Elkhart, (new town on Santa Fe cut off from Dodge City), Kan.—Work has been started on the elvtr. of the Hugoton Elvtr. & Warehouse Co. at this station which will be a terminal of the Dodge City & Cimarron R. R.

Larned, Kan.—We have bot the entire plant of Hill & Cheers at this point and will continue operation on the Mo. Pac. tracks. We also operate a 35,000-bu. elvtr. on the Santa Fe and now have 50,000 bus. capacity.—Pawnee County Grain & Supply Co.

The 1st annual meeting of the Farmers Grain Dealers Ass'n of Kansas, will be held at Larned, May 20. The meeting will be opened by Pres. J. A. Lyons at 10:30 a. m. and business matters of the ass'n will be attended to. In the afternoon A. H. Luper will address the delegates on the "Objects of the State Ass'n." and E. E. Frizell will speak on "Needed Legislation."

Ensign, Kan.—The Colorado Mill & Elvtr. Co. of Denver, Colo., has let contract to the P. H. Pelkey Constr. Co. to take charge of and complete the concrete elvtr. at Ensign, which was begun last year by P. H. Pelkey; but on which work was carried no further than the foundation, as matters between the Colorado mill people and P. H. Pelkey evolved into a law-suit.

McPherson, Kan.—The railroads are still short of grain cars, all roads seeming to be short. I hope to see a good railroad scale law passed in the next state legislature, compelling all roads to put in track scales where 50 or more cars of grain are shipped in a year and making the R. R. agt. and shipper weighmasters, having both sign an affidavit of weight loaded, that weight to govern settlement at destination.—F. P. Hawthorne.

WICHITA LETTER.

It is rumored that Clark Burge of the J. R. Williamson Grain Co. has purchased the membership of E. M. Blue.

W. F. Price has resigned from the Stevens-Scott Grain Co. and entered into partnership with C. L. Wagner of the Wagner Grain Co. Mr. Price's long experience in the grain business fully qualifies him for his new work.

Phil C. Cary has bot the membership of G. V. Topping which has been approved by the directors, and has opened an office in the Board of Trade Building. He will also represent the Norris Grain Co. of Chicago at this market.

W. L. Scott, formerly of the Stevens-Scott Grain Co., has opened a grain office under the name of W. L. Scott & Sons. Mr. Scott had virtually decided to retire from active business, but felt compelled to find something to occupy his time.

The Robt. T. Ray Grain Co. has moved its office from the Biting Bldg. to the Board of Trade.

Frank Goeffroy has severed his connection with the Independent Grain Co. and has opened an office under the firm name of Goeffroy Grain & Grain Products Co. Miss Pearl Benson has resigned her position with the Ft. Worth Elvtrs. Co. and will be associated with the new company.

The Wichita Terminal Elvtrs. Co. has been incorporated and will erect a 1,000-bu. modern concrete elvtr. at Wichita. The members of the Board of Trade have been liberal subscribers for the stock, and outsiders will be permitted to purchase a portion of that which remains unsold.

I am rebuilding my elvtr. burned Feb. 28, putting up a 15,000-bu. house, equipped with 4 roll corn mill, corn and wheat cleaner, oat clipper, 50 h.p. gas engine, 15 h.p. electric motor, hopper scales and man-lift. I am also building a warehouse of 10 carloads capacity for sacked grain, feed and seeds.—C. H. Gaunt.

Receipts of grain at Wichita during April include 1,049,200 bus. of wheat, 244,800 of corn, 9,000 of oats and 45,000 bus. of kafir corn; compared with 312,800 bus. of wheat, 195,000 of corn, 12,200 of oats and 117,000 bus. of kafir corn received during April 1912. Shipments for the month included 577,600 bus. of wheat, 198,000 of corn, 9,000 of oats and 43,000 bus. of kafir corn; compared with 187,900 bus. of wheat, 123,400 of corn, 8,600 of oats and 116,000 bus. of kafir corn shipped during April, 1912.—Jas. H. Sherman, sec'y Board of Trade.

Acting as a com'lite of the whole, the Board of Trade by a vote of 21 to 10, decided Apr. 22, to put its own samplers of grain on cars when they arrive at this market. The decision was formally protested by the seven directors, but as the membership of the exchange is considered supreme in matters of this kind, the protest is not taken seriously. The matter has been considered by the exchange for some time owing to the general dissatisfaction of the Wichita grain men with the sampling program of the state government. Ed M. Kelly says: Many of the members of the Board of Trade think the state sampling program is too much smattered with politics. Not only Wichita, but many other markets in the state are of the same opinion. State inspection is too irregular for Wichita grain dealers.

KENTUCKY.

Fordsville, Ky.—I have installed a cereal mill and business is good.—J. S. Reynolds.

Louisville, Ky.—Alfred Brandels, Garnett D. Zorn, Leonard A. Hewett, R. L. Callahan and R. M. Hartwell, all members of the grain trade of this city, now hold individual memberships in the Board of Trade.

Georgetown, Ky.—We will start to rebuild our warehouses, etc., burned Apr. 12, at once, but are not yet certain what will be built on the lot where the elvtr. stood. We contemplate a concrete elvtr. and feed mill.—Gano & Smith.

Louisville, Ky.—Henry Fruechtenicht will raise his elvtr. and the other buildings of his plant to avoid a repetition of the damage and inconvenience suffered during the recent flood of the Ohio river, when several carloads of grain were engulfed and water-soaked because they were not out of reach of the water. Most of the grain was saved by being put thru the drier.

LOUISIANA.

Houston sta., Burissa p. o., La.—A corn mill will be installed by Lloyd Bros.

Baton Rouge, La.—Plans are being made for the erection of a large elvtr. and feed mill by the business men of this city.

New Orleans, La.—A local grain and hay commission will be appointed by the directors of the Board of Trade and a hay and grain commissioner will be employed, the dept. being created with the idea of working up the grain business at this port. The dept. will be connected with the Bureau of Freight and Transportation of the exchange.

Exports of grain at New Orleans during April included 1,593,741 bus. of wheat, 410,198 of corn, including 68,980 bus. of kafir corn, and 39,306 bus. of oats; compared with 77,250 bus. of wheat, 161,264 of corn and 1,581 bus. of oats exported in April, 1912. Total exports since Sept. 1, 1912, are 12,054,544 bus. of wheat, 3,737,071 of corn and 325,750 bus. of oats; compared with 454,502 bus. of wheat, 3,356,754 of corn and 29,614 bus. of oats exported in the corresponding period of 1911-12.—W. L. Richeson, chief grain inspector Board of Trade.

MARYLAND.

Keedysville, Md.—Russell G. Getting has been taken into partnership by his father and the firm will operate as W. G. Getting & Son.

BALTIMORE LETTER.

A booklet has recently been issued by the freight tariff dept. of the B. & O. Ry. Co. giving the names and postoffice addresses of all grain, hay and flour dealers located on or adjacent to the tracks of this road. The list has been revised up to Mar. 31 and is for general distribution to those interested.

The grain driers of the B. & O. Ry. Co. at Locust Point, have been equipped with a system of self recording thermometers, thru the efforts of J. Collin Vincent, chairman of the laboratory and driers' com'lite of the Chamber of Commerce. As a member of the terminal com'lite also, Mr. Vincent has brot forward a suggestion that grain elvtrs. unload cars by suction and load and trim steamers by compressed air.

Receipts of grain at Baltimore during April included 1,100,210 bus. of wheat, 1,011,112 of corn, 283,394 of oats, 946 of barley and 203,582 bus. of rye; compared with 77,719 bus. of wheat, 312,520 of corn, 114,115 of oats, no barley and 43,076 bus. of rye received during April, 1912. Shipments for the month include 1,063,728 bus. of wheat, 2,865,245 of corn, 23,750 of oats, 3,388 of barley and 145,715 bus. of rye; compared with 60,000 bus. of wheat, 510,407 of corn, no oats, barley or rye during April, 1912.—James B. Hessong, sec'y Chamber of Commerce.

MICHIGAN.

St. John, Mich.—I expect to build an elvtr. this season.—John F. Parr.

Shelby, Mich.—The plant of the Shelby Mlg. Co., recently burned, will be rebuilt.

Brighton, Mich.—F. T. Hyne & Son will install a Hall Signaling Grain Distributor.

Elkton, Mich.—A switch from the Pere Marquette R. R. will be laid to the elvtr. of the Farmers Elvtr. Co.

Whitehall, Mich.—We have succeeded Green & Reed, the firm consisting of John O. and Chas. L. Reed. We will also operate the elvtr. at Montague, Mich.—Reed Bros.

Caledonia, Mich.—The elvtr. of Emanuel Wilson burned May 3; loss \$30,000; insurance \$13,000. Forest Wilson, son of the prop., was trapped on the roof of the burning building and escaped by sliding on a slender steel rod that connected the elvtr. with another building, to the roof of the adjoining structure.

DETROIT LETTER.

Chester M. Martin and Wm. R. Jossman have been admitted to membership in the Board of Trade.—M. S. Donovan, sec'y

Receipts of grain at Detroit during April included 3,000 bus. of wheat, 106,800 of corn, 248,000 of oats; no barley, and 5,000 bus. of rye; compared with 40,500 bus. of wheat, 862,821 of corn, 139,608 of oats, 17,420 of barley and 7,300 bus. of rye received during April, 1912. Shipments for the month included 85,000 bus. of wheat, 170,600 of corn, 44,400 of oats, no barley and 11,000 bus. of rye; compared with 71,500 bus. of wheat, 83,000 of corn, 30,000 of oats, 1,042 of barley and 6,190 bus. of rye shipped during April, 1912.—M. S. Donovan, sec'y Board of Trade.

The directors of the Board of Trade have decided to increase the inspection charge on all cars of grain coming to this market 10c per car to provide for an accurate car seal record for all outside shippers of grain to members of the Board of Trade. They also decided that on and after Apr. 1 the seal record wud be taken from each car of grain entering Detroit, both on arrival at inspection tracks and delivery at public or private elvtrs., where the exact physical condition of car and seals with which the car doors are secured will be officially recorded. This action will materially assist grain shippers in obtaining redress from the railroads for loss of grain while in transit.—M. S. Donovan, sec'y Board of Trade.

We want to get a rehearing of the Supreme Court decision of the Nelson Grain Co. v. Ann Arbor Railroad Co. (reported in the Grain Dealers Journal Apr. 25, page 589), as the Supreme Court holds that the following clause inserted in an order B/L "The surrender of this B/L properly indorsed, shall be required before delivery of property" is for the benefit of the carrier and not the shipper—in other words, the Supreme Court holds that the order B/L is of no more value than a straight B/L where shipment is billed to order of the consignee and consignee's name appears on said B/L as shipper. This is the most serious problem that has ever confronted the shipper, for, as the decision now stands, it destroys the collateral feature of your order B/L with the banks.—M. G. Ewer, sec'y Michigan Hay & Grain Dealers Ass'n.

MINNESOTA.

Org, Minn.—C. F. Pierce is now mgr. for the Farmers Elvtr. Co.

Blue Earth, Minn.—L. B. Lund is now mgr. of the Farmers Elvtr. Co.

Holloway, Minn.—The Farmers Elvtr. Co. will paint its elvtr. this summer.

Grove City, Minn.—The elvtr. of the Northwestern Elvtr. Co. is being repaired.

Herman, Minn.—The Cargill Elvtr. Co. has been repairing its plant at this station.

Winona, Minn.—The contract for the elvtr. of the Farmers Elvtr. Co. has been let.

Benson, Minn.—The Farmers Market Co. will install a new elvtr. leg with 5x11 in. cups.

Duluth, Minn.—A membership in the Board of Trade was recently quoted at \$3,700.

Pennock, Minn.—T. O. Kiland will reopen and operate the elvtr. of the New London Mlg. Co.

Red Lake Falls, Minn.—The recently incorporated Farmers Elvtr. Co. will build an elvtr.

Madelia, Minn.—The elvtr. of the C. S. Christiansen Mlg. Co. burned Mar. 28, will be rebuilt.

Clear Lake, Minn.—I will overhaul my elvtr. in June.—Henry Goenner, prop., Clear Lake Elvtr.

Grove City, Minn.—H. P. Hanson has succeeded H. G. Peterson as mgr. of the Monarch Elvtr. Co.

Randolph, Minn.—The Commander Elvtr. Co. suffered a small loss May 7, when the elvtr. was struck by lightning.

Ellsworth, Minn.—The elvtr. of the Daventport Elvtr. Co., burned Mar. 14, will be replaced with a 35,000-bu. elvtr.

Murdock, Minn.—The Farmers Elvtr. Co. is building a new concrete engine room to replace the one recently burned.

Fairfax, Minn.—The Farmers Elvtr. Co. will build its new elvtr. west of the old elvtr. and will remodel its coal sheds.

Renville, Minn.—The Farmers Elvtr. Co. has bot the old elvtr. of the Monarch Elvtr. Co. and will use it for a coal pocket.

Clarkfield, Minn.—We will build a flour and feed house and will handle, flour, feed and oil meal in addition to grain.—Farmers Elvtr. Co.

Altura, Minn.—Since the burning of the elvtr. of J. H. Han, Apr. 25, farmers have been organizing an elvtr. company to build a new elvtr.

Georgeville, Minn.—The Farmers Elvtr. Co. is contemplating the purchase of the elvtr. it is now operating and the installation of a feed mill.

Vernon Center, Minn.—The elvtr. of Skewis, Moen & Co., which burned recently, had not been in operation for 8 years and was dilapidated.—H. Kraus.

Worthington, Minn.—The elvtr. of the Farmers Elvtr. Co. is being repaired and will be operated by electric power.—C. F. Pierce, agt. Farmers Elvtr. Co., Org.

Glencoe, Minn.—The Farmers Elvtr., L. S. & Produce Co. will build a warehouse during the summer and will put a galvanized iron roof on its plant. The office will also be repaired.

Hubbard, Minn.—I have not decided as to rebuilding my elvtr., burned Apr. 11. My insurance was small, \$4,500 on machinery and building, adjusted at about \$18,800 loss.—H. E. Delaney.

Sacred Heart, Minn.—The elvtr. of the Sacred Heart Produce Co. will have to be moved 50 ft. from its present site if the C. M. & St. P. carries out its plan to lay double tracks at this point.

St. Paul, Minn.—Representative Teigen will introduce a bill at the extra session of the legislature, imposing a heavy penalty for mixing poor grain in a car of high grade grain or "plugging" a car.

Underwood, Minn.—The new elvtr. of the Underwood Grain Ass'n will be equipped with a 24-ft. wagon scale, two stands of elvtrs., cleaner and automatic scale. The house will have a capacity of 25,000 bus.

Hanley Falls, Minn.—I am mgr. of the Hanley Falls Farmers Elvtr. Co. not the Pacific Elvtr. Co. as reported in these columns Mar. 25. Nels Simonson is mgr. for the Pacific company.—Henry Forsan.

Donnelly, Minn.—The St. Anthony & Dakota Elvtr. Co. is building coal sheds and overhauling elvtr. The house will also be repainted. Our elvtr. is closed. We wud like to turn it into a farmers elvtr.—F. J. McLaughlin, mgr. Donnelly Elvtr. Co.

Altura, Minn.—The elvtr. of J. H. Hans, containing 1,500 bus. of grain, the greater part of which was barley, burned Apr. 20; loss, \$11,000; insurance, \$5,000. The office and engine room were in flames when the fire was discovered and the building cud not be saved.

Stanton, Minn.—I have bot the interests of J. W. Alexander in the Stanton Elvtr. and we will operate under the name of F. H. Shepard & Son. I will continue as mgr. We are building a new office and are giving the house a general overhauling and painting our coal sheds and also the elvtr.—C. R. Shepard.

Rowena sta., Wabasso p. o., Minn.—We are building a 20,000-bu. elvtr. on the C. & N. W. Ry., also coal sheds and flour house and expect to have the plant completed by June 1. The equipment will include a 12-h.p. Fairbanks Engine, 4-ton Fairbanks Dump and Hopper Scale and man-lift.—Wm. N. Anton, sec'y Farmers Elvtr. Co.

Westport, Minn.—All the elvtr. agts. here have been fixing up their offices and elvtrs. R. A. Von Hagen, agt. for the Gt. Western Grain Co., painted his office on the inside; J. A. Osborne, agt. for Lee & Ginery Co., put a good basement under his office, and moved and lowered the engine; I have also made some improvements and have painted my office.—O. E. Krueger, agt. Monarch Elvtr. Co.

Eden Valley, Minn.—Stockholders of the Farmers Elvtr. Co. held a meeting recently to straighten out the affairs of the elvtr. and decide whether business shud be continued. It is said that the trouble arose from the fact that each stockholder insisted on getting the highest price and best grade for his wheat with the smallest dockage, and when the wheat was sold at the terminal markets the elvtr. lost money.

Receipts of grain at Duluth during April included 2,656,037 bus. of wheat, 10,788 of corn, 490,993 of oats, 371,294 of barley and 46,659 bus. of rye; compared with 5,685,628 bus. of wheat, no corn, 2,005,637 of oats, 196,436 of barley and 2,515 bus. of rye received during April, 1912. Shipments for the month include 3,781,683 bus. of wheat, no corn, 166,764 of oats, 746,839 of barley and 51,575 bus. of rye; compared with 5,320,749 bus. of wheat, no corn, 1,423,435 of oats, 324,988 of barley and 27,715 bus. of rye shipped during April, 1912.—Chas. F. Macdonald, sec'y Board of Trade.

St. Paul, Minn.—The regular legislative session of Minnesota closed Apr. 24. Among the 607 bills passed by it, the following are of interest to the grain trade: S. F. 290, which is a workingman's compensation law, modeled after that of the state of New Jersey, by Senators Rockne, Schaller, Sullivan, Boyle and Fosseen; S. F. 11, the Cashman Distance Tariff Bill, which will become effective Jan. 1, 1914; S. F. 462, introduced by Senator Odell, amending the definition of public terminal elvtrs.; S. F. 625, introduced by Senators Nolan and Child, covering a uniform warehouse receipt law; S. F. 413, introduced by Senator Rockne, permitting the incorporation of employers mutual liability insurance companies; H. F. 364, introduced by Representative Frye, allowing milling in transit credits on flour in case of destruction of mills; S. F. 700, introduced by the railroad com'te, authorizing the railroad and warehouse commission to provide equipment for testing railroad track scales; S. F. 544, introduced by Senator Clague, regulating the liability of carrier for goods damaged in transit; S. F. 148, introduced by Senator Rockne, requiring clearance of 21 ft. between railway tracks and obstructions overhead; H. F. 1,078, introduced by Representative A. L. Warner, providing for connections between railroad companies and various industries; and H. F. 571, introduced by Representative R. C. Dunn, a general good roads code, embodying one mill state tax and payment of road taxes in cash.

MINNEAPOLIS LETTER.

The Chamber of Commerce membership of Geo. C. Harper has been posted for transfer to C. M. Owen.

The memberships of Geo. C. Shane and C. E. French have been transferred to Wm. Fulton and J. Frank Fraser.

A traveling representative's license has been issued by the Chamber of Commerce to F. W. Stahler to represent the John Miller Co.

Chas. Zinn of the Dibble Grain & Elvtr. Co. recently suffered a broken leg in an automobile accident and will be confined to his home for some time.

F. M. Crosby has been appointed chairman of a permanent publicity com'te of the Chamber of Commerce which has been formed with the view of putting the farmers of the northwest on the right track as to the methods of the exchange. Literature will be sent out and every farmer will be invited to watch the operations of the Chamber whenever he visits this market.

Receipts of grain at Minneapolis during April included 6,397,030 bus. of wheat, 173,720 of corn, 1,141,530 of oats, 1,546,260 of barley and 239,190 bus. of rye; compared with 3,995,200 bus. of wheat, 375,250 of corn, 668,090 of oats, 405,180 of barley and 75,100 bus. of rye received during April, 1912. Shipments for the month include 2,385,830 bus. of wheat, 204,900 of corn, 1,734,950 of oats, 1,886,160 of barley and 283,500 bus. of rye; compared with 2,678,080 bus. of wheat, 150,240 of corn, 1,321,820 of oats, 700,670 of barley and 47,580 bus. of rye shipped during April, 1912.—John G. McHugh, sec'y Chamber of Commerce.

MISSOURI.

St. Joseph, Mo.—The Hawk Mlg. Co. is building an addition to its plant.

Ash Grove, Mo.—Wegant Bros. & Albert have bot the plant of the Ash Grove Mlg. Co.

Edgerton, Mo.—The Edgerton Mlg. Co. has let contract for a 25,000-bu. elvtr. to A. F. Roberts.

Fayette, Mo.—The Fayette Mill & Merc. Co. has increased its capital stock from \$50,000 to \$100,000.

Platte City, Mo.—We have put in a new elvtr. belt and made many other improvements.—Cockrill Grain Co.

Hawk Point, Mo.—I am now prop. of the Hawk Point Elvtr.—W. F. Landwehr, of Hawk Point Elvtr. Co.

Moberly, Mo.—The North Missouri Millers Ass'n held a meeting in this city May 6.—Glasgow Mlg. Co., Glasgow.

Bronaugh, Mo.—The Lipscomb Grain & Seed Co. of Liberal has just completed a grain warehouse at this station.—M.

Urich, Mo.—We are building an up-to-date elvtr. of 5,000-bu. capacity.—Geo. L. Swackhamer, mgr. Farmers' Elvtr. Co.

St. Joseph, Mo.—John O. Winn has been reappointed supervising inspector of the state grain inspection dept. at this city.

Wheaton, Mo.—We expect to rebuild our elvtr., recently burned, this spring, and are now working on the plans.—Neosha Mlg. Co., Neosha.

Mayview, Mo.—The Eagle Mill & Elvtr. Co. of Higginsville, Mo., contemplates the erection of an elvtr. at this station.—E. W. Kruse.

Wellsville, Mo.—I am remodeling my elvtr. and will have one of the best houses on the Wabash when I have completed repairs.—C. W. Glynn.

Cainesville, Mo.—The Iowa-Missouri Grain Co. of Lamon, contemplates the erection of an elvtr. at this station.—Davis City Elvtr. Co., Davis City, Ia.

Rockville, Mo.—Moss & Ewing of Nevada, who bot the elvtr. at this station last fall, have completely remodeled it and installed new machinery. It is in first class shape.—M.

Craig, Mo.—The officers of our company, elected May 1, at the annual meeting, are: H. B. Lawrence, pres.; J. S. Norman, vice-pres.; I. D. Painter, sec'y, and A. Haer, treas.—F. M. Ward, mgr. Farmers Elvtr. Co.

Harris, Mo.—I have bot the partly built elvtr. of the defunct Farmers Elvtr. & Supply Co. of Princeton, Mo., at this station, to protect myself in the deal but will not go into the grain business at all.—A. W. Dickson.

Centerview, Mo.—W. H. Sherrick & Co. will soon complete their iron clad elvtr. that they are building to replace the old one that was razed this spring. A gasoline engine is located in a concrete power house, and the machinery includes a sheller, cleaner and feed mill.—M.

KANSAS CITY LETTER.

The Kansas Missouri Elvtr. Co. contemplates the erection of a 1,000,000-bu. addition to its plant.

Sam'l B. Gregg has bot a membership from the Board of Trade, paying \$2,500, which includes the transfer fee of \$500.

The Board of Trade has adopted a rule forbidding members to trade for non-members who have been accused of any proceedings inconsistent with just and equitable principles of trade or of violating any commercial usage of the exchange.

Receipts of grain at Kansas City during April included 1,263,400 bus. of wheat, 1,105,000 of corn, 666,400 of oats, 40,600 of barley and 3,300 bus. of rye; compared with 836,400 bus. of wheat, 1,608,750 of corn, 469,200 of oats, 14,000 of barley and 2,200 bus. of rye received during April, 1912. Shipments for the month included 1,544,400 bus. of wheat, 1,013,750 of corn, 438,600 of oats, 2,800 of barley and 3,300 bus. of rye; compared with 1,490,400 bus. of wheat, 1,783,750 of corn, 477,700 of oats, 11,200 of barley and 2,200 bus. of rye shipped during April, 1912.—E. D. Bigelow, sec'y Board of Trade.

A special com'te of the Board of Trade consisting of Geo. H. Davis, C. W. Lonsdale and W. B. Lathrop was recently appointed to formulate a plan for the reorganization of the Board of Trade Clear-

ing Co., as dissatisfaction has existed for some time, the claim being made that it did not represent the entire membership of the exchange. Under the new plan each member of the Board of Trade will have a membership in the clearing house. The new plan proposes to invest the board's life insurance fund of \$30,000 in the clearing house, giving it a capital of \$30,000 compared with \$10,000 in the old company. There will be 200 shares, valued at \$150, one for each member, and will be held in trust by the sec'y. Dividends from the clearing house stock will go toward reducing the cost of insurance, in the same manner in which interest from the money loaned has been applied in the past. Memberships of the clearing house are not transferable except upon the transfer of a Board of Trade membership.

ST. LOUIS LETTER.

Members of the Merchants Exchange voted May 1 to appropriate \$2,000 for the crop improvement work of the Council of Grain Exchanges.

Adolph Kalter, a retired grain dealer, fell dead at 7 p. m., Apr. 25, while taking a walk, death being due to heart disease. Mr. Kalter retired from active business five years ago.

R. P. Thompson, deputy chief grain inspector at this market, severed his connection with the state grain inspection dept. May 1 and will engage in the grain business on his own account.

James T. Bradshaw, recently appointed state grain inspector, has made the following appointments for the dept. at this market: O. J. Miller, chief weighmaster; J. J. Gilmartin, assistant deputy chief inspector; O. W. Bingham, chief clerk; John J. Moroney and Daniel J. O'Connor, weighers; Reginald Tolson, helper; George T. Kirkpatrick, assistant inspector.

S. C. Shaw, mgr. of the Farmers Elvtr. Co. of Tallula, Ill., was expelled from membership in the Merchants Exchange May 6, for alleged "acts detrimental to the interests of the exchange." He was charged with having circulated at conventions in Sioux City, Ia., and Jacksonville, Ill., blacklists containing the names of all but 2 buyers in the exchange membership and recommending shippers and farmers in attendance at the meetings to refuse to do business with them.

Receipts of grain at St. Louis during April included 1,389,417 bus. of wheat, 2,172,800 of corn, 1,280,350 of oats, 14,750 of barley and 11,100 bus. of rye; compared with 539,356 bus. of wheat, 1,919,450 of corn, 1,596,300 of oats, 14,400 of barley and 4,490 bus. of rye received during April, 1912. Shipments for the month included 1,781,760 bus. of wheat, 1,216,400 of corn, 1,152,390 of oats, 2,630 of barley and 7,880 bus. of rye; compared with 1,121,860 bus. of wheat, 1,094,240 of corn, 1,036,520 of oats, 3,070 of barley and 2,600 bus. of rye shipped during April, 1912.—Eugene Smith, sec'y Merchants Exchange.

MONTANA.

Valier, Mont.—L. J. Thompson has bot the interest of C. H. Kester in the Farmers Elvtr. Co.

Helena, Mont.—John E. Templeton has been appointed chief grain inspector for Montana.

Denton, Mont.—Reports are being circulated to the effect that three elvtrs. will be built here this summer.

Townsend, Mont.—C. N. Burges is pres. and G. Kerscher, sec'y, of the Farmers Elvtr. Co.—F. R. Bowen, mgr.

Dodson, Mont.—We have just started in business in this locality.—Henry Goebel, agt. St. Anthony & Dakota Elvtr. Co.

Homestead, Mont.—A new farmers elvtr will be built at this point this summer.—H. C. Fraley, agt. Montana-Dakota Grain Co.

Cascade, Mont.—The Rocky Mountain Elvtr. Co. is no longer operating at this station and we have bot its elvtr. At present we are the only operators here, but the farmers are talking of organizing an elvtr. company.—Cascade Mlg. & Elvtr. Co.

Deer Lodge, Mont.—We understand that a 40,000-bu. elvtr. will be built at this station with feed mill in connection. The stock has been subscribed and contract will be let.—F. P. Emery, mgr. Drummond Farmers Elvtr. Co., Drummond.

Plentywood, Mont.—The G. N. Ry. Co. expects to extend this branch of the road 50 miles this summer and a number of elvtrs. will be built on the extension. About 700,000 bus. of grain will cover the season's handling.—J. H. Karr, mgr. Farmers Elvtr. Co.

Mondak, Mont.—The Valley Merc. Co. is out of business at this station, and I have bot its elvtr. Ben Doyle is a scoop shoveler here, he jumps in on the market when the rush is on and demoralizes prices. R. H. Graham has a house here, but has done no business for the last two seasons.—A. P. Rounce.

NEBRASKA.

Kenesaw, Neb.—The E. A. Twidale Grain Co. is remodeling its elvtr.

Laurel, Neb.—Peck & Larson have bot the elvtr. of the Anchor Grain Co.

Adams, Neb.—The Farmers Elvtr. Co. has installed a 15-h.p. gasoline engine.

Hastings, Neb.—Chas. Moritz will build an elvtr. on the Mo. Pac. south of this point.

Fairbury, Neb.—I am enlarging my elvtr. and installing hopper scales and manlift.—O. Vanier.

Havelock, Neb.—A. H. Aden has bot the elvtr. of the James Candy Estate.—Lincoln Grain Co., Lincoln.

Elk Creek, Neb.—The elvtr. of C. M. Linn was recently struck by lightning, but the loss was small.

Lexington, Neb.—The Lexington Mill & Elvtr. Co. will equip its elvtr. with a Hall Signaling Grain Distributor.

Ames, Neb.—The Farmers Union is said to be contemplating the purchase of the elvtr. of Johnson & Graham.

Sunol, Neb.—I have installed a new engine in my elvtr. and intend to build an addition soon.—L. F. Demers.

Arnold, Nebr.—The Lexington Mill & Elvtr. Co. has let contract to I. J. Herring for a modern 16,000-bu. elvtr.

Cambridge, Neb.—Rankin Bros. are figuring on making additions and extensive repairs on their plants this season.

Davenport, Neb.—We are installing a feed grinder in the elvtr. recently opened by us.—A. D. Duncan, mgr. C. D. McIlhenny.

Hickman, Neb.—Ed Miller, mgr. for the Nebraska Corn Mills, now owns and operates the elvtr. of H. O. Barber & Son.—Lincoln Grain Co.

Sutton, Neb.—Chas. Scherwitz, formerly agt. for the Trans-Mississippi Grain Co. at Eldorado, is now mgr. for us.—Farmers Grain & Stock Co.

Utica, Neb.—M. Bush succeeded me as mgr. of the Farmers Elvtr. Co. April 1 and I shall not be in the grain business for the present.—C. L. Norman.

Sweetwater, Neb.—Knox & Son of Boelus, have bot the plant of the Sweetwater Roller Mills and will put it in good order for the new crop.—Highland Bros.

Newmarch, no p. o., Neb.—The Hastings Milling Co. will build an elvtr. at Newmarch, one of the new towns on the Hastings-Gibbon cut off of the new Union Pacific.

Lincoln, Neb.—The Ewart Grain Co. has bot suit against the Anchor Grain Co. of Minneapolis to recover \$200 damages for alleged shortage of weights, telegraph tolls, routing of cars, etc., from November, 1911, to April, 1912.

Sholes, Neb.—Brandon & Jackson, who were recently reported to have bot an elvtr. at Sholes, Ind., should have been reported at this station, where they have bot the elvtr. of the Saunders-Westrand Elvtr. Co. and will retain M. Fritzson as mgr.

Petersburg, Neb.—The Petersburg Elvtr. Co. has opened for business again with Geo. Markus as agt. The Updike Grain Co. has also opened its house with G. A. Peters as agt. Joe Steken is agt. for the Trans-Mississippi Grain Co.—E. Schnell, agt. Crowell Lbr. & Grain Co.

Lincoln, Neb.—A meeting of the grain dealers of this city was held Apr. 24, in the office of Elliott Lowe & Co., and a temporary organization of a Lincoln Grain Exchange was formed, for the purpose of establishing an inspection dept. and employing a competent inspector. Ed S. Miller is pres. and Lee Wilsey sec'y of the new organization. Permanent organization will be formed later on.

Receipts of grain at Omaha during April included 1,164,000 bus. of wheat, 865,200 of corn, 963,900 of oats, 15,400 of barley and 11,000 bus. of rye; compared with 676,800 bus. of wheat, 1,519,200 of corn, 1,106,700 of oats, 72,800 of barley and 2,200 bus. of rye received during April, 1912. Shipments for the month included 996,000 bus. of wheat, 1,958,000 of corn, 1,620,000 of oats, 1,000 of barley and 9,000 bus. of rye; compared with 438,000 bus. of wheat, 1,356,300 of corn, 1,375,500 of oats, 9,000 of barley and 1,000 bus. of rye shipped during April, 1912.—F. P. Manchester, sec'y Grain Exchange.

NEW ENGLAND.

East Holden Me.—The new elvtr. of S. H. Sherrick & Co. is nearing completion.

Northy Troy, Vt.—C. O. Fowler has equipped his elvtr. with two Hall Signaling Grain Distributors.

Natick, Mass.—Frank W. Shattuck, a member of the Boston Chamber of Commerce, died Apr. 15.

Buckfield, Me.—Messrs. Scott and Teague of the Buckfield Grain Co. have bot the grain business of Hald & Smith.

Boston, Mass.—N. T. Robinson, a member of the Chamber of Commerce and well known in the grain trade, died April 24.

Somerville, Mass.—The four story grain storehouse of W. J. Thompson & Co. burned Apr. 25; loss on building \$500; on stock \$5,000.

Somerville, Mass.—The grain and hay store of Fulton O'Brien burned at 12:30 a. m., Apr. 27; loss \$10,000. The fire started in the stable at the rear of the building and seven horses were burned to death. The blaze is thot to have been of incendiary origin.

Waterville, Me.—The Farmers Union Grain & Supply Co., incorporated, with C. E. Embree of Bangor as pres., W. C. Stetson vice-pres.; E. E. Austin, treas. and John Nelson, sec'y, the last three officers living in this city; capital stock \$20,000. The new organization will take over the business of Austin & Haines.

NEW YORK.

Oneonta, N. Y.—The entire plant of the Elmore Mlg. Co. burned May 8; loss \$200,000; covered by insurance.

Niagara Falls, N. Y.—The Shredded Wheat Co. has completed a concrete annex to its plant, adding 9 bins with a total capacity of 125,000 bus. The Monarch Engineering Co. had the contract.

Deposit, N. Y.—The Deposit Mlg. Co. is building a new power plant and installing a 100 h. p. Foss Gas Engine, Monarch Attrition Mill and a 50 k.w. electric generator. C. B. Foster is engineering the work.

Albion, N. Y.—The Woods & Sprague Mlg. Co. is building a 200-bbl. mill with 20,000-bu. elvtr. in connection, all of concrete construction. The foundation has been laid and plant is expected to be in operation Sept. 1. Foster & Walters Corporation has the contract.

Binghamton, N. Y.—F. W. Conklin & Son have just completed their new 150,000-bu. elvtr. with feed mill and warehouse in connection, all of reinforced concrete construction. The feed mill has a capacity of 20 tons per hour and the warehouse is 100x60 ft. The Monarch Engineering Co. had the contract.

The Brooks Law, providing that all commodities shall be sold by actual weight, measure or numerical count, will become effective June 1. Preliminary regulations are being formulated by F. Reichman, supt. of weights and measures of the state; J. L. Walsh, commissioner of weights and measures of New York City; C. J. Quinn, sealer of weights and measures at Buffalo, and J. H. Stephenson, sealer at Rochester. The com'te is asking for suggestions or criticisms, supported by data from the trade, so that when the final regulations are issued there will be no need of making changes. Containers other than barrels are to have dimensions of two bus., one bus., half bus., one peck, half peck, quarter peck, one qt., one pint and half pint. Variations in these measures are allowed ranging from 114.6 cubic ins. above to 57.3 cubic ins. below for two bus. down to .68 cubic ins. above to .34 cubic ins. below for half pint. In percentages these variations are from 1 1/4 to 2%.

BUFFALO LETTER.

W. G. Heathfield has retired from active business, and will be succeeded by W. G. Heathfield & Co., a corporation.

S. O. Hall has sold his interest in the Donner-Hall Co. and will engage in the grain and millfeed business on his own account under the name of Hall Feed & Grain Co. The new company will do a strictly commission and brokerage business.

The Geo. J. Meyer Malting Co. is building a concrete grain elevator with complete cleaning equipment for barley and malt. A malt house and kiln bldg. is also being built in connection. The capacity of the elvtr. will be 250,000 bus. and the malt house will have a capacity of 2,000 bus. per day. The malt and kiln buildings are of concrete, brick and steel construction. The Monarch Engineering Co. has the contract.

Albert J. Wheeler, Edward Michael and Geo. Pierce, representing the grain interests of this city, recently called upon members of the legislature and recommended that the present state elvtr. law be amended and changed so that there will be a definite responsibility under the law regulating the charge for transferring grain. The present law states that the charge shall not exceed 3/4c, but it does not specify who shall charge it. The change that is proposed provides that any person, corporation or co-partnership may engage in the grain business. The elevating interests now charge 1/2c per bus. and the grain is handled through the Western Elevating Ass'n. The change in the law would make it specific as to levying the charge for elevating.

NORTH DAKOTA.

Voss, N. D.—The elvtr. of the Andrews Elvtr. Co. will be closed for repairs.

Dore, N. D.—The Farmers Elvtr. Co. incorporated; capital stock \$7,000.

Buttville, N. D.—The Farmers Elvtr. Co. will paint its elvtr. and remodel the building.

Medina, N. D.—I succeeded H. F. Glade as agt. for the Powers Elvtr. Co. here, May 1.—F. N. Janske.

Taft Siding, Hillsboro p. o., N. D.—The elvtr. of the Eldorado Elvtr. & Trading Co. will be painted.

Jesse, N. D.—John Erickson has been mentioned as mgr. of the Farmers Elvtr. Co. when it reopens.

Grandin, N. D.—H. W. Reynolds has succeeded W. W. Gettman as mgr. of the Farmers Elvtr. Co.

Surrey, N. D.—The Farmers Elvtr. Co. will make extensive repairs on its elvtr. —A. A. Robinson Elvtr. Co.

Grand Forks, N. D.—We have closed our office at this point.—The McCaull-Dinsmore Co., Minneapolis, Minn.

New England, N. D.—I have succeeded Mr. Dunn as mgr. of the New England Equity Exchange.—J. C. Ireland.

Woods, N. D.—We are tearing down our old elvtr. and will build a 40,000-bu. house on the site.—Farmers Elvtr. Co.

Streeter, N. D.—M. Robinson has succeeded me as mgr. of the Powers Elvtr. Co. at this station.—F. N. Janske, Medina.

Thompson, N. D.—The Farmers Elvtr. Co. is installing a new double belt leg and rope drive, also a new 12 h.p. oil engine.

Deering, N. D.—M. Snowberger, mgr. of the Farmers Elvtr. Co., was married recently to Maude F. Talbot of Graham, Mo.

Cartwright, N. D.—I have been informed that an elvtr. will be built at this station but have no definite information.—J. W. Shuly.

Park River, N. D.—A number of new elevtrs. will be built at a new siding between Lankin and Adams, Walsh Co., N. D., on the Soo Line.—Park River Mfg. Co.

Minot, N. D.—The local mgrs. of 19 of the elvtrs. of the St. Anthony & Dakota Elvtr. Co. attended the recent annual district convention of the company, held in this city.

Orr, N. D.—We have built a \$2,500 addition to our elvtr. and a \$2,000 residence for our mgr. out of our profits this year and still have a surplus.—A. H. Hammond, sec'y Farmers Elvtr. Co.

Devils Lake, N. D.—The elvtr. of the Lake Grain Co., containing 2,000 bus. of grain, burned at 4 a. m., Apr. 30; loss on building, \$7,500; insurance, \$6,000; loss on grain, \$1,500; fully covered by insurance.

La Moure, N. D.—A. H. Johnson has bot the interests of his partner J. S. Emerson in the elvtr. of Johnson & Emerson. Mr. Emerson has bot an elvtr. at Mapleton, Minn., and will take possession June 15.

Dawson, N. D.—A block of stock in the Farmers Elvtr. Co. is the basis of the suit of Cross vs. Farmers Elvtr. Co. Plaintiff has asked for a writ to compel the transfer of stock, which the elvtr. company has refused to do. The case is now under advisement by the court.

Stanley, N. D.—We have been advised by the G. N. Ry. Co. that our elvtrs. at this station will have to be moved and as soon as new sites are assigned us we will let the contract for moving them.—N. G. Nelson, mgr. Nelson Grain Co. All three of the elvtrs. here will have to be moved to allow the Ry. Co. to put in more side tracks.

OHIO.

Cook, Ohio.—I am successor to Loofbourrow & Son.—L. L. Loofbourrow.

Akron, O.—The Quaker Oats Co. contemplates an addition to its plant in this city.

Lima, O.—We are now located at this point.—C. E. Young & Son, formerly at Urbana.

Van Wert, O.—Brandt & Gilliland have succeeded F. D. Brant.—The Pierce Grain & Hay Co.

Ohio City, O.—Moser-Frisinger Sons have succeeded A. Whitney.—The Pierce Grain & Hay Co., Van Wert.

Leipsic, O.—Jos. Ringlein will install a new dump, chain drag feeder, sheller and hopper scale in his elvtr.

Toledo, O.—E. H. Culver, chief grain inspector, has fully recovered from his recent attack of ptomaine poisoning.

Lima, O.—The Tri-State Grain Producers & Dealers Ass'n is planning to hold a pre-harvest rally in this city, May 16.—T. P. Riddle, sec'y.

Columbus, O.—The 9th annual meeting of the Ohio State Millers Ass'n will be held at the Hotel Chittenden, this city, May 15 and 16.

Cleveland, O.—Receipts from Southern Indiana and Ohio are very light on account of farmers being busy and higher prices offered by Southern markets. Demand for corn, oats and millfeed is good and is exceeding the supply at present. We look for good movement about June 1.—E. J. Bailey, per Cain.

Ravenna, O.—I am adding a 2 story concrete building 40x40 ft. to my plant. The elvtr. of J. T. Babcock has been closed for repairs.—C. J. Hubbell.

Trowbridge, O.—Our elvtr. was recently scorched when the building adjoining was completely destroyed by fire. We were fortunate to be able to save our plant. The damage amounted to \$100.—Emery Thierwechter Co.

Xenia, O.—The Xenia Grain Co. has brot suit for \$1,782.09, with 6% interest, against S. A. Muff, alleging that the defendant shipped corn in 11 different installments in a mouldy and sprouting condition, causing a loss of \$2,282.09, and that he only paid \$500 of the loss.

Sidney, O.—E. T. Custenborder, V. E. Chambers and J. C. Custenborder have organized a wholesale grain and feed business and will operate as E. T. Custenborder & Co. E. T. Custenborder has retired from the firm of J. E. Wells & Co., of which he was one of the founders.

Toledo, O.—Definite steps toward the establishment of a shipping bureau to be in charge of an expert traffic mgr., were taken at a recent dinner at the Commerce Club which was attended by 70 shippers. Among the grain dealers interested in the movement are Henry L. Goemann, W. H. Haskell, F. A. Paddock, Mark Mennel and Chas. Feilbach.

Receipts of grain at Toledo during April included 100,000 bus. of wheat, 195,600 of corn, 208,000 of oats, and no barley nor rye; compared with 74,000 bus. of wheat, 230,600 of corn, 55,500 of oats and no barley nor rye received during April, 1912. Shipments for the month included 108,100 bus. of wheat, 397,600 of corn, 245,600 of oats, and no barley nor rye; compared with 312,100 bus. of wheat, 251,700 of corn, 58,300 of oats, no barley and 900 bus. of rye shipped during April, 1912.—A. Gassaway, sec'y Produce Exchange.

CINCINNATI LETTER.

Geo. F. Munson has been reappointed chief grain inspector of the Chamber of Commerce. Ed. Dennis is his assistant.

John Mills, E. E. Newman and Henry Hughes will be tried before Judge Willis Vickery on the charge of operating a bucket shop.

A circular showing the number of the locations and the points for which freight is accepted at each location has been distributed by the Traffic Department to the grain trade.—S.

After the flood receded at Shawneetown, Ill., Gale Bros. Co. found that its elvtr. had not been damaged to any great extent as previously reported and that the company had virtually suffered no loss at that point.—S.

The com'te of the Grain & Hay Exchange, on arrangements for the joint meeting of the Ohio and Indiana Grain Dealers Ass'ns, June 17 and 18, is composed of Jos. W. Van Leuen, pres., Frank F. Collins and Henry M. Brouse.—S.

J. R. Stafford has formed a partnership with P. K. Gale, formerly of Weber & Gale, and will do a grain commission business under the name of Stafford & Gale with offices in the Provident Bank Bldg. Weber & Gale will be succeeded by W. H. Weber.

Cincinnati received 98,570 bus. of wheat, 272,289 of corn, 248,576 of oats, 57,000 of barley and 29,428 bus. of rye during April. Shipments for the month included 91,467 bus. of wheat, 199,673 of corn, 336,846 of oats, 2,697 of barley and 6,183 of rye.—Wm. C. Culkins, supt.

Supt. Wm. Culkins of the Chamber of Commerce has made the following rule relative to sales of grain and hay by auction: The initial point of shipment together with the name of the consignor must be given by the seller of the produce offered at auction.—S.

The annual meeting of the Ohio Grain Dealers Ass'n will be held at this city June 17 and 18. On the afternoon of June 17 the Ohio dealers will meet in joint session with the Indiana Grain Dealers Ass'n and the Council of Grain

Exchanges. On the morning of June 18 the Ohio dealers will hold their separate business session at the Palace Hotel, E. C. Eikenberry, pres. of the Ohio Grain Dealers Ass'n, will be chairman of the joint session, and it is that that Pres. Thompson of the O. S. U. will be among the speakers. Grain dealers are advised to engage rooms early, as hotels will be crowded, thru Carl Dehoney, sec'y of the Publicity Com'te, Chamber of Commerce.

OKLAHOMA.

Indianola, Okla.—Houghton & Douglas are moving their elvtr. from Lovell to this city.

Frederick, Okla.—W. C. Killingsworth of Plano, Tex., is now mgr. for A. P. Hughston.

Breckenridge, Okla.—The Blackwell Mill & Elvtr. Co. is rebuilding its elvtr. at this station.

Hollister, Okla.—G. G. Black of Enid is building an elvtr. at this station.—John W. Farrington.

Millsdale, Okla.—We have painted and repaired our elvtr.—G. C. Rhodes, agt. Chotaw Grain Co.

Fort Cobb, Okla.—Roy Frymire has succeeded Harry Bunstine as mgr. for the Chickasha Mfg. Co.

Woodward, Okla.—W. W. Horras was injured in a runaway Apr. 21 and is suffering from a badly wrenched hip.

Sooner, no p. o., Okla.—The farmers in this vicinity intend to build an elvtr. at this station at an early day.

Oklahoma City, Okla.—The Wirt & Lyons Grain Co. has been consolidated with the Chotaw Grain Co.

Lahoma, Okla.—The Lahoma Merc. Co. is scoop shoveling here.—C. E. Ramsey, mgr. Lahoma Grain & Live Stock Co.

Nowata, Okla.—W. A. Whitford has bot the Caney Grain Co.'s interest in the Nowata elvtr. and is now sole owner.—M.

Heman, Okla.—The Alva Roller Mills buy all kinds of grain at this point and will build an elvtr. here if the wheat crop justifies it.—Thos. Murren.

Watonga, Okla.—C. Y. Semple has let contract to the P. H. Pelkey Constr. Co. for an elvtr. Mr. Semple has been operating the elvtr. that burned Apr. 3.

Breckenridge, Okla.—We are building a 10,000-bu. elvtr. on the Frisco and will cover it with corrugated galvanized iron.—Blackwell Mfg. & Elvtr. Co., Blackwell.

Welch, Okla.—R. L. Walker has succeeded L. S. Weir as elvtr. foreman for H. B. Campbell, Mr. Weir resigning after a number of years of service to farm.—J. R. Brookshire.

Wapanucka, Okla.—We were unable to make the necessary arrangements for the building of an elvtr. at this station and will not put it up.—Denison Mill & Grain Co., Denison, Tex.

Foraker, Okla.—We will remodel our elvtrs. here and at Grainola later in the season. We are the only operators here, succeeding the I. C. Pierce Grain & Elvtr. Co.—D. C. Edwards, sec'y Edwards Elvtr. Co.

Supply, Okla.—T. F. Chandler, while working in the elvtr. of the Farmers Supply Co. had his hand fractured so badly some time ago, that amputation was necessary. The elvtr. people secured medical aid for him and did everything possible to assist him. Mr. Chandler has published a statement in the local papers thanking them for their care and courtesy.

Clinton, Okla.—Our home office and transfer house are located at this point on the Frisco, Orient, R. I. & C. & O. W. lines. We own and operate elvtrs. at Oakwood and Canton on the K. C. M. & O. and at Bessie and Eagle City on the Frisco and for the coming season will operate a station at Hobart, under lease. We will remodel and enlarge our plant here, but will not build new elvtrs. for the present.—Chalfant-Nelson Grain Co.

PROGRAM OKLAHOMA GRAIN DEALERS AND MILLERS.

The 16th annual meeting of the Oklahoma G. D. A. will be held in joint session with the Millers Ass'n at Oklahoma City, May 20 and 21, with headquarters at the Skirvin Hotel.

TUESDAY, MAY 20, 2 p. m.

Meeting called to order by Pres. R. H. Drennan, Oklahoma City.

Address of Welcome, Hon. Whit M. Grant, Mayor of Oklahoma City.

Response, J. L. Ford, Shawnee.

"Legal Aspects of Car Supply and Distribution," by George A. Henshaw, State Corporation Commission.

"Employers' Liability Law," W. G. Ashdon, Ass't State Labor Commissioner.

"Profit from Pure Seed Wheat," H. N. Cottrell, agricultural commissioner of the Rock Island Lines.

"Pending Federal Legislation Affecting the Grain Trade," Jno. L. Messmore, Pres. Merchants Exchange, St. Louis, Mo.

WEDNESDAY, MAY 21, 10 A. M.

"Threshermen's Lien Law," J. R. Lankhard, Kingfisher.

"Who Is Who in Oklahoma," Jesse Vandenberg, Vice-Pres. of the Ass'n.

"Crop Report," Ben J. Hennessey, Sec'y State Board of Agriculture.

WEDNESDAY—2 P. M.

Executive session for the transaction of business.

Sec'y-Treas's annual report.

Report of Arbitration Com'te.

Report of standing Com'tes.

Election of officers.

Report of rules Com'te.

Miscellaneous business.

Adjournment.

Wednesday evening's program will be announced during the Convention.

OREGON.

Hubbard, Oreg.—Beck & Son have bot the warehouse of A. D. Beer.—W. S. Hurst & Co.

PENNSYLVANIA.

Montandon, Pa.—The chopping mill of Curtis Wagner & Son burned Apr. 15.

PHILADELPHIA. LETTER.

Joseph C. Woelker of Gap has been elected to membership in the Commercial Exchange.

The widow of Nathan Brooks, a former pres. of the Commercial Exchange, died recently.—C.

L. P. & R. W. Wood of West Grove have applied for membership in the Commercial Exchange.

The new Girard Point Elvtr. of the Penna. System will be equipped with the Zeleny Thermometer system.

The directors of the Philadelphia Bourse have prepared a pamphlet containing the 22'd annual report for submission to the stockholders of the Bourse, May 13.

The Chamber of Commerce in a recent report, placed this market in sixth place in reference to the amount of grain exports from the principal Atlantic and Gulf ports, from Jan. 1 to Apr. 26, 8,750,000 bus. having been sent out.—C.

Members of the Commercial Exchange who violate Rule No. 4 of the exchange will be fined or suspended, according to a recently posted notice. The rule relates to gambling in any form and will apply to the practice of some of the members of matching coins as an amusement.

Many improvements have been made about the floor of the Commercial Exchange; new telephone booths have been added; the desks formerly occupied by the representatives of the different railroads have been taken out and large tables substituted. A large electric clock has also been added and the members are now sure of correct time direct from Washington.—C.

Grain men of Philadelphia are much interested in the building of a municipal belt line built along the west waterfront of the

Delaware river, which will extend on down the river to League Island and Point Breeze, then up the East bank of the Schuylkill to Grays Ferry Bridge. With a belt line in operation, such as planned, grain merchants who receive nearby shipments by rail will be able to have the grain shipped to either elevators along the Schuylkill or Delaware rivers, without having the grain reloaded. This plan will also increase traffic on the Schuylkill river.—C.

SOUTH DAKOTA.

Watertown, S. D.—J. Russell is now mgr. of the Farmers Elvtr. Co.

Hartford, S. D.—The Farmers Elvtr. Co. will repair its elvtr. this summer.

Lemmon, S. D.—The elvtr. of the John Hokanson Grain Co. burned Apr. 25.

Verdon, S. D.—The Farmers Union Grain Co. suffered a small fire loss May 5.

Riverside, S. D.—The Farmers Elvtr. Co. contemplates the installation of an automatic scale.

Huron, S. D.—F. B. Reese has let contract for the remodeling of his elvtr. to A. G. Boggess Co.

Ortley, S. D.—The elvtr. of the Knutson & Tinnes Grain Co. burned May 2; loss, \$35,000; insurance, \$30,000.

Crandon, S. D.—The Farmers Elvtr. Co. will build another elvtr. during the summer if crops continue good.

Valley Springs, S. D.—C. A. M. Johnson has succeeded Jack Emmerson as mgr. of the Farmers Elvtr. Co., Mr. Emmerson having resigned.

Columbia, S. D.—J. J. Cannon, mgr. for the G. W. Van Dusen Elvtr. Co., has disappeared. His accounts at the elvtr. are in bad shape.

Mt. Vernon, S. D.—The Farmers Elvtr. Co. has bot the elvtr. of the A. A. Truax Grain Co. and will take possession July 1.—H. E. Reed, mgr.

Chancellor, S. D.—After July 1 our laws will require us to buy oats at 32 lbs., corn at 56 lbs., wheat at 60 lbs., instead of at 33 lbs., 57 lbs., and 62 lbs., as has been our custom.—F. J. Meier.

SOUTHEAST.

Statesville, N. C.—An elvtr. will be erected by the Statesville Flour Mills.

Fredericksburg, Va.—P. N. Stern will build an elvtr., mill, warehouse and cold storage plant.

TENNESSEE.

Pulaski, Tenn.—The grain warehouse of Craig & Sons burned Apr. 22; loss \$3,500.

Memphis, Tenn.—Wilson L. McDonald, pres. of the McDonald Hay & Grain Co., died recently after a brief illness, at the age of 52.

Chattanooga, Tenn.—The Mountain City Mill Co. is building a 225,000-bu. elvtr. with cleaning and receiving house in connection, consisting of 4 tanks of 40,000 bus. capacity each and 9 bins for the mixing and receiving house. The entire plant will be of concrete construction and will be equipped with electric power thruout. It was designed by the A. E. Baxter Appraisal Co. and the Witherspoon & Englar Co. has the contract to build.

Memphis, Tenn.—We are indebted to Sec'y Nat S. Graves of the Merchants Exchange for a copy of the annual statement of the trade and commerce of Memphis for 1912, which contains a list of the present officers of the exchange, one of the officers since its organization, a complete list of members and a classified list of firms represented in the exchange, also the standing and general trade com'tes. The report of the pres. and sec'y are given, also a comparative statement of the receipts at this market for 1912-11. Facts about Memphis, including climatology, transportation facilities, river levee system, grain and cotton interests, etc., are clearly and concisely set forth.

TEXAS.

San Antonio, Tex.—The Santa Fe Elvtr. Co. of Kansas has surrendered its charter in Texas.

Amarillo, Tex.—W. N. Thompson, bookkeeper for the Amarillo Grain & Coal Co., has been elected alderman.

Abilene, Tex.—We have been out of business at this station since Sept. 1, 1912.—H. O. Wooten, pres. Star Mfg. Co.

Ft. Stockton, Tex.—We will not build an elvtr. at this station but contemplate the erection of a warehouse here and at Alpine.—A. C. Waters, mgr. Easton Grain Co., San Angelo.

Austin, Tex.—A strong fight will be made by the grain interests of the state to force the railroad commission to readjust the rules governing the stoppage in transit and milling in transit of grain. The grain dealers contend that the millers have the advantage and will ask for an equalization of the privileges.

Galveston, Tex.—Exports of grain from Galveston during April included 427,311 bus. of wheat, and 163,934 bus. of kafir corn; compared with no exports during April, 1912. Exports since Sept. 1, 1912, include 10,120,574 bus. of wheat, 197,223 of corn and 412,580 bus. of kafir corn; compared with 56,000 bus. of wheat, 10,000 of corn and 386,867 bus. of kafir corn exported in the corresponding season of 1911-12, the increase being 10,064,574 bus. of wheat, 187,223 of corn and 386,867 bus. of kafir corn.—John H. Upshulte, chief inspector Board of Trade.

WASHINGTON.

Wilbur, Wash.—The Grain Growers Ass'n will build a 100,000-bu. elvtr.

Latah, Wash.—The Farmers Union Grain & Supply Co. is competing the warehouse that was built to replace the one that collapsed last winter on account of the heavy snows.

Albion, Wash.—The entire amount of stock required to insure the erection of a 50,000-bu. elvtr. has been subscribed by members of the Farmers Union of which James C. Farr is mgr.

Colfax, Wash.—J. L. Neil, for the last five years supt. for the M. H. Houser Grain Co. in eastern Washington, and north of the Snake river, has resigned to become mgr. of the Colfax Mfg. Co. in which he has not an interest. Geo. L. Neil will succeed him with the Houser company.

Colton, Wash.—We are trying to organize to build a number of farmers elvtrs. in Palouse County. At present we are under the sack system. Flat warehouse sacks weigh 890 lbs. to the bale of 1,000 sacks. When we sell wheat we get docked 1 lb. for sack, giving away 200 lbs. of wheat to every 1,000 sacks.—R. E. Clouse.

Discussions are being held under the auspices of the Farmers Educational & Co-operative Unions thruout the state; and the farmers of Mohler, La Crosse, Wash-tucna, St. John, Lamona, Diamond, Espinola and Kahlotus, Wash., and Grangeville, Lenore and Rathdrum, Ida., are earnestly arguing the advantages of building elvtrs. to take the place of the old sack houses.—E. W. Swanson, Spokane, Wash.

Johnson, Wash.—Several new elvtrs. will be built in the Pacific northwest this year. Houses will be erected here and at Colton, Albion, Wash., and Genesee, Ida., that I know of and many other points are talking of building elvtrs. Up-to-date farmers and grain men are against the old sack method of handling grain and modern elvtrs. must come. A decisive movement is being made in that direction this year.—A. O. White, sec'y Johnson Union Warehouse Co.

WISCONSIN.

Stanton, Wis.—The elvtr. of the Farmers Elvtr. Co. burned Apr. 26; loss \$5,000. The building was practically empty and the fire is believed to have been started by tramps.

Princeton, Wis.—I have sold out to J. F. Warnke & Son.—F. J. Yahr.

Manitowoc, Wis.—An automatic valve in the steeping tank of the plant of the Wm. Rahr Sons Co. recently gave way and allowed 500 bus. of malt to escape into the gutter.

Allentown, Wis.—J. Ruplinger & Co. has filed a voluntary petition in bankruptcy, placing its liabilities at \$66,877.76 and its assets at \$59,994.28, of which \$700 is alleged to be exempt.

Madison, Wis.—Bill 154, relating to charges for the transportation of freight or express, was signed by the governor Apr. 8 and has become a law. The bill reads in part: Any person, firm or corporation may submit to the railroad commission, by mail or in person, any railroad or express company expense bill or receipt showing charges paid for transportation of any property by freight or express for the purpose of having the same examined with respect to the correctness of weights, rates and charges indicated thereon. Upon receipt of any such expense bill or receipt the commission shall make such examination as is necessary, and if it shall be found that any such weights, rates or charges are incorrect, the commission shall order the express or railroad company in error to refund to the person, firm or corporation which submitted such expense bills or receipts any over or excessive charges paid by such person, firm or corporation.

MILWAUKEE LETTER.

P. C. Kamm & Co. will build a 250,000-bu. elvtr.

A. A. Breed has been reappointed grain inspector for the Chamber of Commerce.

The Donahue-Stratton Co. has moved into new quarters, now occupying the former offices of the Berger-Crittenden Mfg. Co.

The memberships of John K. Mstock and F. C. Smith in the Chamber of Commerce have been forfeited for non-payment of dues.

C. C. Ladd has been admitted to membership in the Chamber of Commerce and the memberships of Willis Counselman, Clement B. Stern and J. Finley Barrell have been posted for transfer.—H. A. Plumb, sec'y.

The trustees of the gratuity fund of the Chamber of Commerce have reported that the sum of \$642 will be paid to the widows or heirs of those members who died during the fiscal year who were qualified to participate in the amount under the rules of the fund.

Sec'y H. A. Plumb of the Chamber of Commerce has been notified by the p. o. dept. at Washington that wheat and other grain samples in natural condition, beans, peas, potatoes, etc., when intended for seeding, are subject to postage of 1c for each 2 ounces or fraction thereof.

A sample of rye, which tested 58 lbs., was recently exhibited on change by the Donahue-Stratton Co. The rye, which was the result of 16 years of breeding work, being bred from a single seed, took first prize in the world contest on Wisconsin pedigreed rye and was received from Noyes Raessler of Beloit, Wis.

All orders for grain, to be handled in or out of C. M. & St. P. Elvtr. "A," must be filed with Donahue-Stratton Co., excepting grain ordered for regular delivery, up to and including July 31. Orders must be furnished in duplicate to said firm and to W. H. Dodsworth in order that receipts may be properly issued by him for such grain.

Receipts of grain at Milwaukee during April included 381,800 bus. of wheat, 337,480 of corn, 930,600 of oats, 1,194,700 of barley and 248,600 bus. of rye; compared with 221,950 bus. of wheat, 444,360 of corn, 648,000 of oats, 588,900 of barley and 124,300 bus. of rye received during April, 1912. Shipments for the month include 343,412 bus. of wheat, 881,327 of corn, 740,178 of oats, 428,591 of barley, and 220,220 bus. of rye; compared with 342,350 bus. of wheat, 505,182 of corn, 551,572 of oats, 176,500 of barley and 179,120 bus. of rye shipped during April, 1912.—H. A. Plumb, sec'y Chamber of Commerce.

WEIGHING OF GRAIN AND Grain Claims.

[From an Address by G. H. Hunt, F. C. A., C. G. W. Ry.]

From a Railroad Claim Agent's point of view, it is considered that the published reports of a number of the scales tested by Scale Inspectors for the various grain dealers' assn's, plainly show that a good many of the unexplained shortages are caused by conditions in the elevators at point of origin.

In fairness to shippers whose scales are correct, and whose loading conditions are properly constructed for grain handling, grain dealers' assn's should make every effort possible to improve the weighing and handling facilities of all of its members.

The following is what might be considered dangerous weighing and grain handling machinery:

1st—Where the grain is run from bin to car without reweighing, the only weight being the one obtained in receiving the grain from the farmer. This method, no doubt, accounts for many large discrepancies that go unsolved, and for which claims are made against the railroad companies. The danger of a wagon-load intended for one bin getting into another bin can easily be seen. In addition there is the possibility of leakage in bin spouts and other defective grain handling machinery.

2nd—Where scales are poorly constructed and improperly located, so that it is a matter of chance for them to be accurate rather than a certainty, and it has been clearly established in places where accuracy is an impossibility.

In this connection I would especially refer to the improper installation and location of automatic scales. Many of these machines are placed in the cupola of the elevators, where they are so installed that all the grain handled must pass through them whether intended for storage in the elevator bins or in the cars for shipping. Their location prevents the installation of a large enough garner to give the scale a steady feed, and it is therefore, charged from the elevating leg direct, which is intermittent and irregular. The consequences are, that weight arrived at over such scales are unreliable and often grain intended for and credited to cars, is run back into the house bins.

3rd—Carelessness in operation of both scales and loading equipment; lack of care and maintenance, and failure to test scales at regular periods. In case of automatic scales, failure to set compensating weight properly to regulate scales for the varying densities of the different grains or of the varying densities of the grain during the loading of each single carload; carelessness in properly checking the weights for each carload, very poor methods in use at many country shipping stations, giving absolutely no protection in this respect.

It is considered that any shipper who intends to use his weights as a basis for filing claims against carriers should have the following:

1st—A reliable weighing machine, properly installed and located. 2nd—Proper facilities for loading his grain into cars without loss. 3rd—His weigher (if he does not weigh the grain himself, should be able to make an affidavit of the amount he weighs for, and loads into each car.

It is not believed to be justifiable for any shipper to load a car that is unfit for grain, no matter how great the car shortage. If a car is not properly prepared for loading and the grain is accurately weighed and run from scale to car without loss; if the grain is correctly weighed over scales tested at regular intervals and put into the car by machinery kept in good repair, and if the weighing and handling of the grain is done intelligently, and the work is checked and re-checked properly and honestly, it is confidently anticipated that many of the annoying shortages that have to be contended with today would be eliminated.

The State issues a certificate of weight on cars unloaded and is accepted as authority, yet there is no form of supervision in some instances that would justify the acceptance of such certificate as being the actual weight of the car unloaded. This applies particularly to all cases where there is no ground floor supervision, because the man up at the hopper scales can merely certify as to what goes through this hopper. In the case of cars being loaded out, the same applies.

It has frequently been found that a car is boarded up too high for the State Inspector to get in and get his samples, it being necessary for him to knock off a board or two at the top of the cooping in order to perform his work. He must either do so, or refrain from getting into the car. But, if these top boards are lying on the grain when the car is set to the elevator for unloading, the State certificate should bear a notation to this effect, because, in traveling from the hold track to the elevator track, the grain may run over the cooping as it was left, causing a loss. The conclusion is that this loss should be borne by the owner on the theory that the inspection is made for the convenience of the grain trade; it is not for the railroad company's convenience. Then, why should the railroads be called upon to accept losses resulting from this practice?

Further, if there are no loose boards on top of the grain when the car is set to the elevator for unloading, and still the grain is loaded too high, then a notation should be made on the face of the certificate that the grain was loaded higher than the cooping, and this, then, would be the fault of the loading elevator.

When cars loaded out cannot be coopered on one side as high as they ought to be, because a space has to be left for the loading spout, the State Inspector should certify on the face of the certificate if the additional boards were not properly placed in the door, or not placed at all, permitting the grain to run over the top board of the cooping.

A HIGHWAY extending from Chicago to the Yellowstone National Park is being promoted by John D. Deets, Commissioner of Immigration of South Dakota. A party will travel over the route of the proposed road in July.

GRAIN BUYER'S CONTRACT Valid Without Consideration.

That the grain buyer need not sign the contract nor give a consideration when making a contract for the future delivery of grain to his elevator was the decision of the Appellate Court of Indiana Mar. 5, in the suit by J. R. Beach against Wilson H. Knapp.

The memorandum contract read:

"Cambria, Ind., Aug. 6, 1909. In consideration of the sum of _____ dollars, to me in hand paid, the receipt whereof is hereby acknowledged, I hereby agree to sell and deliver unto J. R. Beach at his elevator, Cambria, Ind., 1,200 bus. of 72 lbs. No. 3 Yel. Corn. Said grain to be delivered by me in November, 1909, and to be in sound and merchantable condition, for which I am to receive payment at the rate of 40 c. per bushel after deducting all indebtedness, which may be due and owing by me to said J. R. Beach, that said grain is now on the land of W. M. Knapp in Clinton County, Ind., that the same is mine and is unincumbered by any mortgage or lien, and I hereby make this statement in order to procure the above-named sum, and that I received a copy of this agreement. W. M. Knapp."

The farmer alleged the contract was not complete and enforceable, because there was a lack of consideration and it was signed only by himself. No money loan was made in this case. On appeal from the circuit court of Clinton county the court held:

The only point of importance presented by the appeal is as to the mutuality of the contract. This was a contract for the sale of goods worth more than \$50, and as there was no part payment, nor partial delivery, the contract, under the statute of frauds, must be in writing and signed by the party to be charged, or his authorized agent, before it can be enforced. Burns 1908, § 7469. The general rule is that the statute is satisfied and the plaintiff may enforce the contract, if the writing is signed alone by the party sued, the defendant in the action, and is not signed by the plaintiff. Especially is it true that a contract signed by one party only may become mutual and binding upon both, if the contract is accepted and acted upon by the party not signing.

To make a written executory contract for the sale of goods binding, it is not necessary for any money to pass from the purchaser to the seller, until the seller has performed his part of the contract.—101 N. E. Rep. 37.

INDEPENDENT HARVESTER Co. In Trouble.

Mismanagement, misrepresentation and stock jobbing are some of the charges brot against the officials of the Independent Harvester Co. of Plano, Ill., a \$10,000,000 "co-operative" company, in a suit filed May 2 in the U. S. District Court at Chicago by several of the stockholders.

According to the bill, which contains 71 allegations, the company spent last year \$1,200,000 to manufacture machinery that was sold for \$800,000, and yet the company's officers insisted that it was being run economically. Last December the plaintiffs demanded to see the company's books. This was denied on the excuse that the books were being audited and the annual report was in preparation.

Within the last two years more than \$3,000,000 in stock was sold to 27,000 farmers. The complainants in this suit aver that the officers devoted their time and energy to the sale of stock instead of to the manufacture of farming implements.

This concern is also under investigation by a federal grand jury in connection with charges filed with the postal authorities regarding the use of the mails by the company in selling stock.

The promoters of this company made great capital of its "profit-sharing" plan, but apparently any sharing of profits was reserved to themselves. The farmers were induced to buy stock on the strength of the promoters' statements as to the enormous profits of the "trust" and the bland assurance that equally large profits wud be made by the "co-operative" company and turned back to the farmer-stockholders.

RYE AND BUCKWHEAT were placed on the free list, the same as their products, in the tariff caucus, on April 19. The bill was originally drafted to admit the products free and levy a duty of 10c. a bu. on rye and 15c. on buckwheat.

JOHN MUELLER CO.'S PLANT at Lockland, O.

The grain elevator and warehouse of The John Mueller Co., located at Lockland, O., was completed and put in operation on Feb. 6, 1913. The Mueller Co. does an extensive business in builders' supplies and coal as well as in grain, flour, feed and hay, and the plant was designed to accommodate the company's diversified business.

Lockland is in Hamilton County, Ohio, twelve miles northwest of Cincinnati. It is a thriving town of 3,500 and is served by three railroads, the C. H. & D., C. C. C. & St. L. and Cincinnati Northern.

The plant is 40 ft. by 124 ft. and of brick construction. The grain elevator is 40x40 ft., the warehouse 40x65 ft., and the office 40x19 ft. As will be seen from the engraving herewith, the railroad tracks run the length of one side of the building, affording ample car room.

The elevator is equipped with a complete line of machinery, including a No. 6 Western Pitless Sheller, a No. 6 Monitor Combined Corn and Grain Cleaner, a 24-in. burr mill, a Monitor Cracked Corn Grader, Dormant Scales, and an automatic scale.

The automatic scale is equipped with capillary, self-oiling adjustable bearings. The various machines are controlled by friction clutches specially designed by H. C. Teeter.



John Mueller Co.'s Grain Elevator and Warehouse at Lockland, O.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission the carriers have made the following changes in rates:

C. G. W. in Sup. 4 to ICC-4875 gives reconsignment rules and charges, effective May 1.

C. & A. in Sup. 5 to ICC A-528 quotes switching charges at various stations, effective May 1.

C. B. & Q. in Sup. 6 to ICC-10649 gives milling-in-transit rules on grain and seed, effective May 20.

C. & A. in Sup. 3 to ICC A-536 gives milling-in-transit rules, effective state Apr. 16 and interstate May 18.

C. G. W. Sup. 9 to ICC 4794, quoting grain rates in C. F. A. territory, has been suspended by the I. C. C. until July 8.

C. M. & St. P. quotes a rate of 16½¢ on flaxseed and millet seed from Kansas City, Mo., to St. Paul, Minn., effective May 22.

C. & N. W. in Sup. 6 to ICC-7391 restores rail and water rates from C. & N. W. stations to eastern and seaboard points, effective Apr. 9.

L. A. Lowrey, agt., in Supt. 7 to No. 20-D quotes additional switching charges and rules for the Chicago district, effective June 2.

C. R. I. & P. in Sup. 7 to 27537-A quotes miscellaneous rates and instructions applying on grain, grain products, and flaxseed, effective June 6.

C. St. P. M. & O. quotes a rate of 9½¢ on grain and grain products from Eau Claire and Chippewa Falls, Wis., to Owen, Wis., effective May 27.

B. & O. in Sup. 29 to ICC 9154 quotes rates on grain and grain products from B. & O. stations to C. F. A. and Ontario points, effective May 16.

Pa. Co. in ICC F-414 quotes rates on grain and grain products from stations on Pa. Co. and connections to C. F. A. territory, effective May 15.

C. & A. in Sup. 10 to ICC A-374 quotes elevation and transfer charges on grain and gives rules governing the furnishing of grain doors, effective May 17.

Mich. Cent. in Sup. 7 to ICC 4065 quotes rates on grain and grain products from Ill., Ind., and Mackinaw City, Mich., to C. F. A. territory, effective May 15.

C. P. & St. L. quotes a rate of 13½¢ on wheat from Peoria, Ill., when from Minneapolis, Minn., to New Orleans, La., for export to Europe, effective May 19.

Mo. Pac. quotes an eastbound corn rate of 27½¢ and wheat 32½¢ between Denver, Colorado Springs, Pueblo, Trinidad, Colo., and Muskogee, Okla., effective May 23.

Mo. Pac. quotes a 15¢ rate on flaxseed and cleanings from St. Paul, Minneapolis, and Minnesota Transfer, Minn., and rate points to Fredonia, Kan., effective May 20.

Wabash in ICC 3219 cancels rates on corn from Chicago, Ill., Hammond, Ind., and Toledo, O., to New Brunswick, Nova Scotia, and Ontario points, effective May 15.

St. L. & S. F. in Sup. 16 to ICC 6255 quotes rates on grain and grain products between Mo., Ill., and Minn. points; and Ark., Ill., Kan., Mo., and Okla., points, effective May 15.

C. R. I. & P. in Sup. 6 to 27537-A gives stations from which re-shipping rates from Peoria and Pekin, Ill., will apply when originating in Trans-Mississippi territory, effective May 29.

C. R. I. & P. in Sup. 5 to ICC C-9325 gives the originating points of grain and grain products on which re-shipping rates will apply when milled in transit at Peoria and Pekin, Ill., effective May 16.

Buffalo & Susquehanna in Sup. 4 to ICC A-26 quotes rates on grain and grain products from Buffalo, N. Y., and B. & S. stations to eastern, interior, and New England points, effective May 21.

C. B. & Q. quotes a 38½¢ rate on flaxseed and commodities taking same rates from Alliance, Neb., to St. Paul, Minneapolis, and Minnesota Transfer, Minn., effective May 28.

C. G. W. in ICC 4895 quotes rates and regulations on export grain moving from St. Joseph, Mo., Leavenworth, Kansas City, Kan., and Kansas City, Mo., to Newport News and Norfolk, Va., effective May 5.

St. L. & S. F. quotes rates between St. Louis, Mo., and Murrayville, Moundview, Bloomfield Crossing, and New Madrid, Mo., on grains taking wheat rates 12¢ and grains taking corn rates 10¢, effective May 15.

C. I. & L. tariff 439-G quoting rates on grain, grain products and by-products from Chicago, Englewood, Hegewisch, Pullman Jct., So. Deering, Ill., and Hammond, Ind., to C. I. & L. stations has been suspended until July 8.

C. G. W. Sup. 23 to ICC-4632, quoting grain rates from St. Paul, So. St. Paul, Minneapolis, Minn., Transfer, and Stillwater, Minn., to C. G. W. stations, has been further postponed by the Commission to July 29.

St. L. & S. F. quotes a rate of 26¢ on wheat, 23¢ on corn, 33¢ on flaxseed, 36¢ on hemp seed from McQueen, Okla., to Memphis, Tenn.; also 33¢ on wheat and 30¢ on corn from McQueen to New Orleans, La., effective May 15.

C. G. W. in Sup. 20 to ICC-4737 quotes rates on grain products from Minneapolis, Minnesota Transfer, St. Paul, and So. St. Paul, Minn., and other C. G. W. stations to connecting line points in Kansas and Missouri, effective June 1.

C. M. & St. P. quotes grain rates from Kansas City, Mo., to St. Paul, Minn., as follows: wheat only 12¢; corn, rye, oats and barley 11¢; from Omaha, Neb., to St. Paul, wheat only 11¢; corn, rye, oats and barley 10¢, effective May 22.

Minn. & St. L. in Sup. 4 to ICC B-4 quotes transit rules on wheat, corn, oats and rye moving from M. & St. L. stations in Ia., Minn., and S. D., to Chicago, Peoria, Ill., Milwaukee, Wis., and St. Louis, Mo., etc., effective May 21.

C. & N. W. tariff 14500-B, quoting rates on grain and grain products from points in Ill. and Ia., on west bank of the Mississippi River to Atlantic seaboard, interior Eastern, and Canadian points, has been suspended until July 8 by the Commission.

C. M. & St. P. quotes a rate of 18½¢ on flaxseed and millet seed between Des Moines, Oliver, Rider, Grimes, Ingersoll, Granger and High Bridge, Ia., and Chicago, Ill., Milwaukee, and Racine, Wis.; 19¢ to St. Paul, Minneapolis, or Superior, Wis., effective May 12.

C. R. I. & P. in Sup. 14 to ICC C-9320 quotes additional rates on grain, grain products, and seeds from Rock Island stations in Ia., Minn., and S. D., also Missouri River Crossings, to Ala., Ark., Fla., Ill., Ind., Ky., La., Miss., O., and Tenn., effective May 24.

C. R. I. & P. in Sup. 11 to 28675-A quotes rates and minimum weights on grain, grain products, broom corn, and seeds between Missouri River Common points, also St. Louis, Mo., East St. Louis, Ill., and stations in Colo., Kan., Mo., Neb., N. M., and Okla., effective June 15.

Wabash quotes 6¢ on barley, corn, oats, rye, wheat and grains taking same rates moving between Chicago and Rockford, New Milford, Harrisville, and Vanland, Ill.; between Chicago and Nichols, Wilkinson and Brandt, Ill., the rate is 5.9¢ (except wheat, 6¢), effective Apr. 14.

C. B. & Q. Sup. 29 to ICC-9741 and Sup. 27 to ICC-9320 (quoting rates on grain, grain products, broomcorn, seeds, etc., between Missouri River Points and C. B. & Q. western stations, and Chicago, Peoria, St. Louis, Mo., St. Paul, Minneapolis, Winona, Duluth, Minn., LaCrosse, Wis., and rate points), have been postponed until suspended until Oct. 14 by the Interstate Commerce Commission.

C. B. & Q. quotes a rate of 21¢ on grain products and 22¢ on avena, pearl barley, etc., from Council Bluffs, Ia., Nebraska City, Omaha and South Omaha, Neb., when originating beyond or when made from grain originating beyond, to Newport News and Norfolk, Va., for export, effective May 28.

C. R. I. & P. in Sup. 6 to ICC C-9408 quotes rates on grain, grain products and seeds from Kansas City, St. Joseph, Mo., Armourdale (Kansas City, Kan.), Atchison, Leavenworth, Kan., Council Bluffs, Ia., Omaha, and South Omaha, Neb., to stations on C. I. & S. and T. P. & W. Rys., effective May 24.

Ill. Traction System's Sup. A to tariffs 3-B, 265-A, 185-E, and 210-B, quoting rates on grain and grain products from I. T. S. stations to Chicago, Blue Island, E. St. Louis, Venice, Ill., and St. Louis, Mo., have been suspended by the Illinois Railroad & Warehouse Commission until July 8 pending investigation.

L. S. & M. S. quotes a rate of 6¢ from Ft. Wayne, Ind., to Grand Rapids, Mich., on barley, buckwheat, corn, kafir corn, milo maize, oats, popcorn on the ear or when shipped in bags, barrels or baskets with solid wooden tops securely fastened, boxed or in bulk shelled, rye, spelt, and wheat, effective May 15.

C. R. I. & P. in Sup. 65 to ICC C-6918 quotes additional rates on grain, grain products, seeds and other articles taking same rates, from Kansas City, St. Joseph, Mo., Atchison, Armourdale, Leavenworth, Kan., Council Bluffs, Ia., Omaha, and So. Omaha, Neb., to points in Minn., Mo., Ia., and Ill., effective May 24.

C. B. & Q. quotes a rate of 6¢ on wheat between Rockford, Harrisville, Vanland, Kirkland, Nichols, Wilkinson, Bradt, DeKalb, Chase, Troxel, and Duffin, Ill., and Chicago, Ill.; also a rate on grain except wheat of 6¢ from the first four stations and 5¢ from the remaining stations to Chicago, Ill., effective June 1.

Grand Trunk quotes ex-lake rates from Port Huron, Mich., to Montreal, Que., applicable only on traffic consigned thru to British and foreign countries, except Newfoundland, St. Pierre, Miquelon and United States, as follows: wheat 5¢ per bu. flaxseed 5¢, rye 4½¢, corn 4¼¢, barley 4¼¢, and oats 3¼¢, effective May 9.

C. St. P. M. & O. quotes a rate of 5¢ on flaxseed, millet seed, flaxseed or grain screenings, wheat, corn, rye, oats, barley, and spelt, from St. Paul, Minneapolis, Minnesota Transfer, Minn., to Duluth, Minn., Superior, Superior East End, and Itasca, Wis., effective May 19. Under this rate wheat will not be granted transit privileges.

C. & A. tariff A-531, quoting rates on grain and grain products from Kansas City, St. Joseph, Mo., and Elwood, Kan., when originating beyond or when milled at these points from grain originating beyond, to stations in Ill., Ind., Mich., Minn., Mo., O., and Wis. has been suspended until Oct. 14 by the Interstate Commerce Commission.

C. & N. W. quotes rates of 14½¢ on flax and millet seed and flaxseed screenings, 13½¢ on wheat, buckwheat and pearl barley, and 12½¢ on corn, barley, rye, oats, kafir corn, grain screenings, milo maize, etc., from Omaha, So. Omaha, Neb., Council Bluffs, and Missouri Valley, Ia., to East St. Louis, Ill., via Peoria, Ill., and C. & A. or C. P. & St. L., when originating at points beyond, effective May 15.

C. B. & Q. quotes a rate of 17¢ on pearl barley, bran, linseed cake, oat clip, alfalfa feed, chopped feed, other than wheat chops, gluten feed, hominy feed, buckwheat flour, rye flour, brewers grits, oatmeal, rolled oats, malt sprouts and commodities taking same rates, moving from Atchison, Leavenworth, Kan., Council Bluffs, Ia., Kansas City, Mo., Omaha, Nebraska City, Neb., Pacific Jct., Ia., St. Joseph, Mo., and So. Omaha, Neb., to Cincinnati, O., Louisville, Ky., and New Albany, Ind.; moving from same points to Indianapolis, Ind., 16½¢, effective May 20.

Mo. Pac. quotes the following rates from Atchison, Kan., Independence, Kansas City, St. Joseph, Mo., and Leavenworth, Kan., to Sioux City, Ia.: grains taking wheat rate 14½c, grains taking corn rate 14½c; broom corn, hemp seed, Hungarian seed, 24c, and millet seed 16c, effective May 20.

A. T. & S. F. will grant an elevation allowance of ¼c per bu. on seeds shipped from Kansas City, St. Joseph, Mo., Leavenworth, Elwood and Atchison, Kan., to stations named in ICC-6241; also specifies a minimum weight of 24,000 lbs. on all seeds except flaxseed and millet seed, which will take a minimum weight of 30,000 lbs., effective May 28.

C. R. I. & P. Sup. 3 to ICC C-9408 has been suspended until Aug. 13 and Sup. 11 to ICC C-8979 and Sup. 1 to ICC C-9408 have been suspended until Oct. 14 by the Commission, pending investigation. These tariffs quote rates on grain, grain products, and seeds from Kansas City, St. Joseph, Mo., Armourdale, Atchison, Leavenworth, Kan., Council Bluffs, Ia., Omaha, and South Omaha, Neb., to stations in Ill., Ia., and Wis. on connecting lines.

Patents Granted

Elevator Bucket. No. 1,060,833. (See cut.) Oliver B. Finn, Colorado Springs, Colo. The bucket proper fits into a link having a hollowed out seat, the bottom of the bucket being clamped to the link by means of hook-shaped lugs.

Loading Apparatus. No. 1,060,154. (See cut.) Adelmor M. Bates, Chicago, Ill. A belt conveyor carries the filled bags to a discharge apron, down which the bags slide into the car. A stopping device is provided to hold the bags while permitting the belt to slide under them.

Seal. No. 1,059,689. (See cut.) James Freeman Webb, Frankville, Nova Scotia, Can. A flexible wire having an eye on one end, a body member and a cap, a stud projecting from the body member and engaging the eye on the wire, and a number of locking springs contiguous to said stud.

Feeder for Automatic Weighing Machines. No. 1,060,792. (See cut.) Charles D. Scott, Topeka, Kans. From the scale hopper an auxiliary chute leads around the casing to the discharge end of the hopper. Inside this chute is a shutter connected by a lever to a paul, held by a spring against a sprocket wheel, regulating the movement of the shutter.

Boot Structure for Elevating Devices. No. 1,060,476. (See cut.) Alfred F. Meyer, Morton, Ill. The boot comprises side and bottom members, conveyor chains carried on sprocket wheels, flanges on the side and bottom members to guide the conveyor chain, and a delivering chute to carry material to conveyor.

Bag-Holder. No. 1,059,678. (See cut.) Joseph G. Lundy, Evergreen, Ala. A number of arms radiate from a hub mounted on an adjustable rod. The arms have recesses at their free ends in which wire nails are placed, every alternate arm being provided with a transverse groove for engaging the head of the nail.

Sealing Device for Bags. No. 1,059,406. (See cut.) John T. Story, New York, N. Y. A plate is slit vertically. The portion between the slits is depressed, and the outside portions are raised, providing a passage for a cord to tie up the bag. By this arrangement the cord binding the bag can be cut without injuring the bag.

Corn Crib. No. 1,060,788. (See cut.) Henry L. Rahlf, Falls City, Neb. The floor of the crib slants down to a trough running thru the middle of the crib. Gates, held in place by locking strips, are provided to control the movement of the corn into the trough, and pauls attached to the crib floor engage notches in the locking strips, thereby holding the strips in an elevated and locked position.

Supporting-Idler for Belt Conveyors. No. 1,059,965. (See cut.) Samuel F. Joor, Chicago, Ill. This device, consisting of a pair of oppositely inclined pulleys and a horizontal pulley, together with a combination of two rods supported at right angles to the center line of the belt conveyor, a roller journaled upon one of these rods and a number of bridge castings connecting and supported upon the rods, assembled to constitute a concave support for the belt conveyor running thereover.

Dump for Elevating Devices. No. 1,060,349. (See cut.) Alfred F. Meyer, Morton, Ill. A bed of concrete is provided with regularly spaced recesses, one-half of these recesses being built shallow and the other half deep. A dumping log, controlled by a side lever, is pivoted at each recess so that one end may be placed in the shallow part of the recess and the other end in the deep portion. A receiving compartment is also provided to receive the material discharged by the dumping log.

GERMANY has restored future trading in cotton, which was abolished in 1896. That country also abolished future trading in grain at one time, but was forced to restore it. The Germans have learned by a rather expensive experience that future trading is a necessity.

Wm. H. Colvin & Co. 104 S. La Salle Street CHICAGO

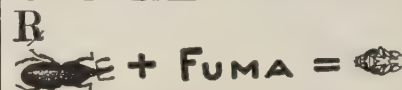
There seems to be no good reason for the extreme depression that has so long existed. The wheat markets of this country are devoid of any inflation, they are on an export basis, and are said to be the lowest on record, relative to prices in other countries.

Corn shows a gradual hardening tendency. Prices are 20 cents lower than a year ago, the consumption is large, and the high values of hog products, ensures profitable feeding of corn at much higher prices than now prevail.

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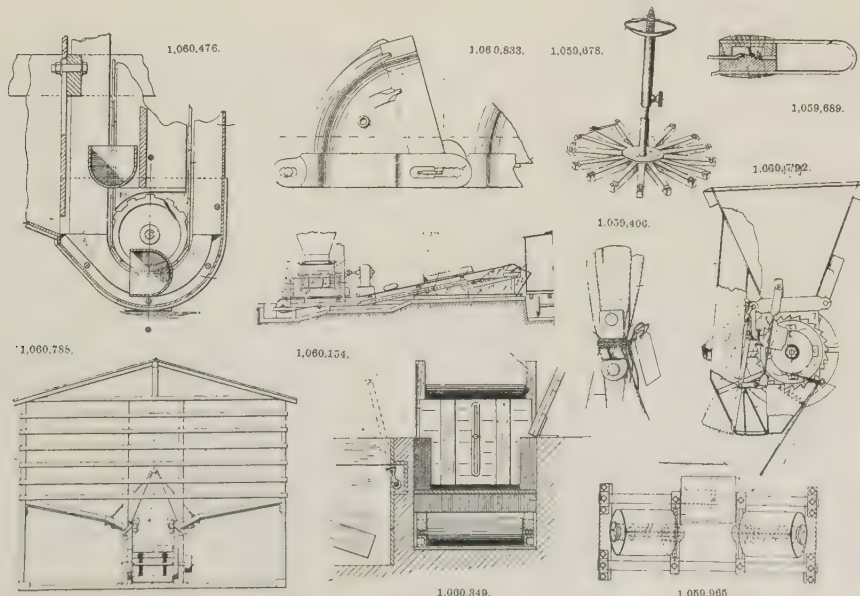
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GRAIN DEALERS JOURNAL
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Supply Trade

Chicago Caller.—Max H. Hurd, Sec'y. Union Iron Works, Decatur, Ill.

Chicago, Ill.—The offices of the Ironite Waterproofing Co. are now located in new quarters at 1406 Lytton Bldg.

Chicago, Ill.—W. H. Salisbury & Co. are furnishing "R. F. & C." belting for the leg and conveyor work in the new Rock Island R. R. Co.'s terminal elevator at Kansas City.

Chicago, Ill.—The B. F. Gump Co. is issuing a new catalog No. 69, and all interested readers, of the Journal, will be supplied with a copy upon application to that company.

Cedar Rapids, Ia.—The Philip Smith Mfg. Co., Sidney, O., has completed arrangements with Orr Bros. Supply Co. to act as its agent, and the latter expects to have a full line of stock installed in a few weeks.

St. Henry, O.—C. J. Barbeau has resigned as manager of the Farmers Grain & Mfg. Co., to become pres. and gen. mgr. of the Barbeau Hulling Machine Co. The new company is to make special machines for wheat, corn, oats and other grains.

Don't sit down in the meadow and wait for the cow to back up to be milked—go after the cow. The successful merchant keeps about two jumps ahead of the game and gets the business. He is constantly preparing himself for a never-ending campaign.

Portsmouth, O.—The New Era Gas Engine Co. has been adjudicated a bankrupt by the District Court of the Southern District of Ohio, and the first meeting of its creditors is to be held May 21, at the office of M. A. Crawford, referee in bankruptcy, First National Bank Bldg.

Washington, D. C.—Application for trade mark has been made the U. S. patent office by Wm. McLeish, Appleton, Wis., in connection with the manufacture of his car mover. The trade mark is an illustration of the world being propelled by a car mover, and is claimed to have been used by him since 1901.

Chicago, Ill.—A. LeClair & Co., sheet metal roofers and painters, are now located in their new factory at 4048 W. Van Buren St. Their new 2 story brick building more than doubles their working space, and with the new machinery, will greatly facilitate the increased volume of business that is being secured.

Cleveland, O.—Mr. Sonander, formerly with the Winters-Coleman Scale Co., Springfield, O., is now connected with the Howe Scale Co., perfecting an automatic grain scale. C. C. Hoffman, who is well known to the grain trade because of his former connection with the Indiana Grain Dealers Ass'n., has been engaged for the Cleveland office of the Howe Scale Co.

New York, N. Y.—Some important changes have recently been made in the administrative offices of the Western Electric Co. O. D. Street has been appointed asst. gen. sales mgr., also taking up the duties of supervisor of distributing houses. E. W. Rockafellow has recently been appointed asst. gen. sales mgr. He entered the company's employ in 1885 as an office boy. E. A. Hawkins has been appointed telephone sales mgr.

Enid, Okla.—C. A. Lowe announces his intention to re-enter the business of grain elevator construction and repair. Mr. Lowe is well known thru many years work in this line.

Chicago, Ill.—Mason, Davis & Co., who are the owners of the Chicago Scale Co., located at 7700 S. Chicago Ave., is celebrating its 50th anniversary, being established in 1863. It has recently moved its factory to larger quarters here, and its equipment and area will facilitate the handling of the increasing business.

G. T. Burrell and I. H. Faleide of the Burrell Engineering & Construction Co. sailed for Australia May 6 to execute a commission from that government to plan a comprehensive system of grain elevators in that country. They will return about July 15. During their absence the business will be conducted by P. F. McAllister, Vice-pres., and J. E. Todd, Gen. Supt.

Muncie, Ind.—The Muncie Gas Engine & Supply Co. has filed notice of a change of name, and it will hereafter be known as the Muncie Oil Engine Co. No change will be made in management or in business policy. The change was brot about inasmuch as it has for several years discontinued the supply business, and is now centering its efforts solely on the Muncie Oil Engine.

Detroit, Mich.—The interesting address by E. S. Lewis, Adv. Mgr. of the Burroughs Adding Machine Co., Detroit, entitled "Efficiency in the Advertising and New Business Departments" read before the National Commercial Gas Ass'n., has recently been put in booklet form by that ass'n. The reputation of Mr. Lewis should insure a great demand, and those desiring a copy will be supplied upon application to him.

B. S. Constant Co. Expanding.

The increase in the business of the B. S. Constant Co. has made it necessary to provide more and better facilities for the manufacture of its specialties. Additional capital has been put into the business, and the company has been re-incorporated under the new name of B. S. Constant Mfg. Co., with D. G. Eikenberry, pres.; H. B. King, vice-pres.; I. G. Constant, treas.; and Harry Surface, sec'y. Harry E. Surface is the well known grain dealer at Granville and McNab, Ill., who recently sold his interest in the grain and implement business, in which Mr. King also was associated.

The B. S. Constant Mfg. Co. is now moving into its new factory, four blocks

west of the Alton depot, on the Kansas City branch of the C. & A. Ry., where the company will not only have the much needed floor space, but shipping facilities, as well as new equipment for the manufacture of its line of grain handling machinery and complete elevator equipment.

The company reports that business prospects are good, and it will continue to please the trade with prompt shipments of the "Constant Line."

An Easy-Starting Gasoline Engine.

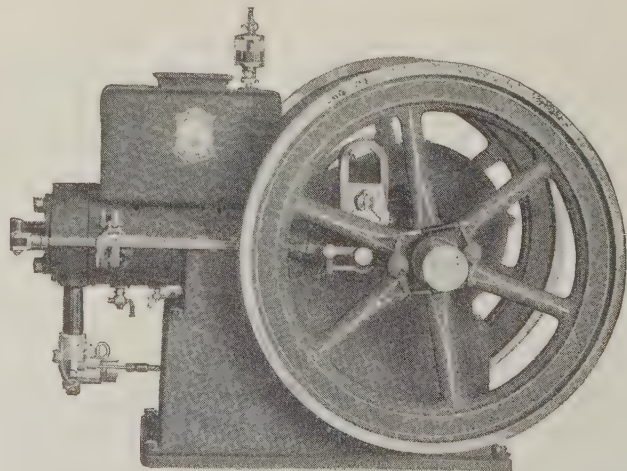
By a patented feature the "Frost King" gasoline engine is very easy to start. The flywheels are turned backward against the compression, thus avoiding the labor of rapidly turning the flywheels in order to start the engine, as required in other types. A magneto is mounted on the cam-box, which permits starting the engine easily without the use of batteries. The magneto is driven by a gear, meshing with the gear on the cam-shaft. It is guaranteed to start any engine that can be started with a battery and to last as long as the engine. The fact that no batteries are required effects a considerable saving in the cost of operation.

The friction clutch pulleys furnished with these engines are so designed that adjustments for wear can be made by means of one nut, and any size of pulley can be used on the same clutch. The clutch mechanism is operated by means of a handwheel, which is self-locking in the engaged or disengaged position.

A noteworthy feature of the "Frost King" kerosene engines is the carburetter. It is constructed so as to utilize the exhaust heat for gasifying the fuel, and no outside heat is required. The carburetter will acquire enuf heat for operating the engine on kerosene after about two minutes running on gasoline. A separate carburetter is furnished for each fuel, thereby making adjustments for starting unnecessary.

The efforts of the manufacturers have been concentrated on designing and building a thoroly reliable, durable and efficient engine rather than one that wud sell at the lowest possible price. Every part is turned to the highest degree of accuracy, the assembling is done by experts, and when completed the engine presents a fine appearance, as seen in the engraving. Complete information can be obtained from the makers, The John Lauson Mfg. Co.

I could not do without the Grain Dealers Journal.—John V. Sturner, Dorchester, Wis.



An Easy Starting Gasoline Engine.

INSTALLED A 1913 HESS Drier.

A large Hess Drier and Cooler of the 1913 model has just been completed by the Hess Warming & Ventilating Co. at the Central Elevator, Indiana Harbor, owned by the Lake Shore & Michigan Southern Railroad, and operated by Bartlett Frazier & Co.

This is the No. 8 Hess Drier, having a daily capacity of 35,000 bushels of grain.

The changes for 1913 over the older models consist of:

(1.) Perforated shelves. Each steel shelf having numerous slots, $\frac{1}{4} \times 5$ inches in size. The slots protected with overhanging louvers which prevent clogging and leaking, while admitting air freely through the plates forming the shelves.

(2.) The new type of steam coils, part for exhaust steam, and part with live steam, the proportion of each being in use as the work may require. These coils heat up in two to four minutes, and are entirely free from the unequal strains from heating, which cause leaks in the ordinary coils used in driers. The circulation is perfect, and, as no cast bases are used, the danger of expensive repairs, from leakage and freezing, is reduced to nothing.

(3.) The division of heating chambers and coils into two separate compartments, one above the other, permitting two different degrees of heat upon the grain. There are times when it is desirable to use a sharp heat at first, then less, or vice versa, while drying. This arrangement provides for that, and also, for very light drying, the heat may be shut off from one half of the heating chamber, and it may be used with cold air; thus increasing, when desired, the cooling capacity of the drier.

The drier, throughout, is formed of pressed steel plates, so keyed together that it forms an immensely strong structure, yet so open that the operator may readily pass through and into any part of it, for observation or adjustment.

The power required for the fans is little, (40 Horse-Power) and no re-elevation nor rehandling of the grain is required, as the grain is both dried and cooled in one operation, and is finished when it leaves the hoppers at the bottom of the machine.

The Indiana Harbor machine is in two units, which may be run separately on two lots of grain, or both together on the same grain, or one unit may be cut out and the other run separately.

This is the fifth Hess Drier bot and operated by the Bartlett Frazier Company and its connections.

A SILENT CHAIN BELT.

By utilizing the principle of the wedge the Peerless V-Belt Co. has designed a chain belt that is 98% efficient and entirely noiseless. The construction of the belt is clearly shown in the engraving. Around the bottom and sides of a bevel steel chain a strip of leather or specially treated canvas is wrapped. On top is placed a sectional strip of friction board, and all parts are held together by a rivet passed thru the chain link. The bearing surfaces of the chain are of generous size and case-hardened. The pin is made of nickel steel and also case-hardened. In this way the highest degree of strength and longevity is obtained.

The pulley over which this belt runs is equipped with a v-shaped groove, the sides of which are 14 degrees to the vertical. Between the bottom of the belt and the bottom of the groove is a clearance of $\frac{1}{8}$ inch. The belt wedges into this groove, and slippage is impossible. The sustained efficiency is said to be 98 per cent.

Because of its unique design this belt is said to operate successfully on large pulley ratios, at high speeds, and on short centers. This last feature is particularly valuable to the elevator operator because, in many installations, lack of room makes it necessary to place prime mover and machinery too close together to permit of efficient operation with ordinary belts.

A further advantage offered by the V-belt is that lubrication is not necessary. This feature is one of great importance because of the reduced fire hazard thereby resulting, as well as the saving of lubricants.

In the engraving the belt is shown operating a 5 h.p. air compressor on 27 in. centers with a belt speed of 1,500 ft. per min. The slackness and smooth action of the belt are noteworthy.

Interested elevator men can obtain full information concerning this belt from the manufacturers, the Peerless-V-Belt Co.

KAFIR corn as an article of export has a bright future, according to E. F. Newing, a Galveston grain exporter. A number of years ago Mr. Newing sent small shipments of kafir corn to Bremen, Germany. For some unknown reason no market in Europe was obtained for the grain until 1911. In 1912 Mr. Newing again sent samples of blackhulled white kafir to Hamburg and Bremen. A chemical analysis of the grain is now in progress, and Mr. Newing believes that German importers will eventually be persuaded that kafir corn is as good for their purposes as Indian corn, and that in time kafir corn will become an established article of export.

HESS

Grain Dryers

All Sizes — For All Purposes.

Improved Brown - Duvel Moisture Testers

High steel stands with shelves; copper flasks; brass tubes; burns gas, gasoline, alcohol or electricity.

These protect the grain man against incorrect judgment in buying; against deterioration of grain in storage. They enable him to improve his grain and to tell with absolute certainty that it will make the grade he wishes.

They are his best INSURANCE against loss, and they win profits not obtainable otherwise. Hundreds of dealers equipped themselves in 1912. What are your needs for 1913?

Hess Warming & Ventilating Co.

907 Tacoma Bldg., Chicago

A New Moisture Tester booklet, with latest and complete instructions for testing all kinds of grain, is just from the press. Every grain dealer should have one. Ask us for it.

WATERPROOFING

The Antakwa Co.

135 W. Washington St., Chicago, Ill.

Sample Envelopes

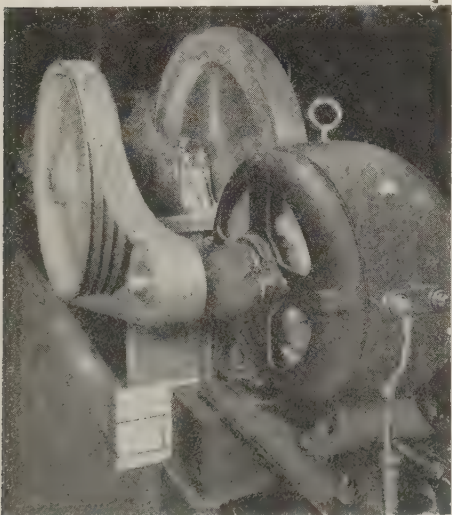
Non-Sifting

Designed especially for mailing samples of grain and seed. Specimens Free.

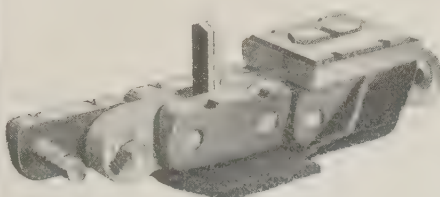
TULLAR ENVELOPE CO.
67 Larned St. Detroit, Mich.

If Your Business

isn't worth advertising
advertise it for sale.



V-Belt Driving a 5-h.p. Air Compressor.



Links of V Chain Belt.

Supreme Court Decisions

Clearing Right of Way of Combustible Trash.—Hurd's Rev. Stat. 1911, c. 114, par. 63, making it the duty of all railroads to keep their rights of way clear from all dead grass, dry weeds, or other dangerous combustible material under penalty for neglect, is constitutional.—*Checkley v. Illinois Cent. R. Co.* Supreme Court of Illinois. 100 N. E. 942.

Deviation from Routing.—Where there is a deviation from a special contract route, such deviation abrogates every feature of the contract of carriage, including an agreed value of the live stock transported made in consideration of a reduced freight rate.—*Atlantic Coast Line R. Co. v. Hinely-Stephens Co.* Supreme Court of Florida. 60 South. 749.

Carrier's Delay in Settling Claim.—Laws 1908, c. 196, prescribing a penalty of \$25 to be recovered by a shipper from a railroad that fails to settle, within a prescribed time, his claim for damages to freight, is not void as a regulation of, or interference with, interstate commerce.—*Mobile & O. R. Co., v. Greenwald & Champenois.* Supreme Court of Mississippi. 61 South. 426.

Burden of Proof of Gambling Contract.—Where contracts for the purchase and sale of grain on exchanges were fair on their face and presumptively lawful, regardless of the undisclosed intention of the defendant, the burden was on defendant to prove that the transactions were mere wagers on the fluctuations of the market.—*Wilhite v. Houston.* U. S. Circuit Court of Appeals. 200 Fed. 390.

Elevator Allowance.—A contract by an interstate railroad company to pay an elevator company \$1.75 per car on all grain received from stations on its line of railroad and passing thru the elevator, not allowed to all elevators in general, nor covered by a published and filed rate schedule, was void.—*Elwood Grain Co. v. St. Joseph & G. I. Ry. Co.* U. S. Circuit Court of Appeals. 202 Fed. 845.

Insufficient Memorandum of Sale.—A memorandum of an agreement to sell beans in the following form: "Sep. 30, '10. Rec'd. C. C. Co., \$160.45 to apply on 1 M. sk lot pink beans as per sample at 4½c"—signed by the seller, was not a sufficient memorandum of a contract of sale, but a mere receipt.—*Channel Commercial Co. v. Hourihan.* District Court of Appeal, Second District of California. 129 Pac. 947.

Seed Warranty.—Where defendant had breached an implied warranty that certain seed sold to plaintiff was of the variety contracted for, evidence of a custom among dealers in seeds not to be bound by such implied warranty, not shown to have been known to the buyers, was inadmissible, and such custom, if it existed, would be invalid.—*American Warehouse Co. v. Ray.* Court of Civil Appeals of Texas. 150 S. W. 763.

Limitation of Carrier's Liability.—When the carrier has filed rate sheets which show two rates based upon valuation upon a particular class of traffic, it is legally bound to apply that rate which corresponds to the valuation. If the shipper desires the lower rate, he should disclose the valuation; for, in the absence of knowledge, the carrier has a right to assume that the higher of the rates based upon value applies. In no other way can it protect itself in its right to be compensated in proportion to its insurance risk. But when a shipper delivers a package for shipment and declares a value, either upon request or voluntarily, and the carrier makes a rate accordingly, the shipper is estopped, upon plain principles of justice, from recovering, in case of loss or damage, any greater amount.—*Kansas City Sou. Ry. v. Carl.* Supreme Court of the United States. 33 Sup. Ct. Rep. 391.

Furnishing Cars.—To show the failure of a carrier to furnish cars as required by St. 1911, § 1797—10, requiring every railroad, when within its power, and on reasonable notice, to furnish cars suitable for the transportation of all kinds of freight in car load lots, and to use reasonable diligence in moving and delivering freight, it must be shown that reasonable notice to furnish was given, and that the railroad was able to furnish the car at the required time, and that it failed so to do.—*Wenzel v. Great Northern Ry. Co.* Supreme Court of Wisconsin. 140 N. W. 81.

Failure to Post Tariff.—Where a railroad company seasonably made out, and filed with the Interstate Commerce Commission, the schedules provided for by Interstate Commerce Act (Act Feb. 4, 1887, c. 104, 24 Stat. 380 [U. S. Comp. St. 1901, p. 3156]) § 6, and forwarded copies thereof to all its local agents, the fact that some of the local agents failed to post them did not invalidate the rates; the posted schedules being merely notice to the public that the rates have already been established.—*Louisville & N. R. Co. v. Allen.* Court of Appeals of Kentucky. 153 S. W. 198.

Attorney's Fee in Suit Against Carrier.—The provision of section 16 of the Interstate Commerce Act (Act Feb. 4, 1887, c. 104, 24 Stat. 384 [U. S. Comp. St. 1901, p. 3165]), as amended by Act June 29, 1906, c. 4591, § 5, 34 Stat. 590 (U. S. Comp. St. Supp. 1907, p. 902), for an allowance to a shipper of an attorney's fee, applies only to suits based on orders of the Interstate Commerce Commission making awards for violation of the act, and does not authorize the allowance of such fees in an action for loss or damage to property in shipment.—*Mo. Pac. Ry. Co. v. Harper Bros.* U. S. Circuit Court of Appeals. 201 Fed. 672.

Attorney's Fee in Suit Against Carrier.—The provision of the act relating to the furnishing of cars by railway companies to shippers of freight (Gen. St. 1909, § 7203), which allows shippers to recover attorney fees in actions successfully prosecuted under the act, does not deny the railway companies the equal protection of the laws guaranteed by the federal Constitution because they are not allowed attorney fees if they are successful in such suits, or because they are not allowed attorney fees in actions successfully prosecuted by them against shippers for the detention of cars contrary to the reciprocal provision of the act.—*Vosburg v. Atchison, T. & S. F. Ry. Co.* Supreme Court of Kansas. 130 Pac. 667.

Failure to Furnish Cars.—Where the agent of a carrier, who had agreed to furnish a car for a shipper on a date set, received notice on the day before that there would be delay in the arrival of the car, and he immediately made inquiry for the shipper, and went to the hotel at which he stopped, but failed to find him and learned that the shipper was out in the country, and he then requested the hotel clerk to notify him as soon as he came in that the car would not arrive until three or four days later, and the hotel clerk did so on the same day, the carrier gave reasonable notice to the shipper of the delay in the furnishing of a car; and it was not liable for any negligence in giving notice to the shipper.—*Wenzel v. Great Northern Ry. Co.* Supreme Court of Wisconsin. 140 N. W. 81.

Restraint of Trade.—Defendant farmers' co-operative society was organized largely by farmers for the purpose of buying, selling, and shipping hogs at the local market in order to establish a local market where the farmers could receive what their hogs were worth, and a by-law provided that to insure the prosperity of the society its members and shareholders were required to sell all their marketable live stock to the society, and that any member selling to a competitor in the local market should forfeit to the society from the proceeds received for the stock so sold to competitors five cents for every hundredweight so sold. Held, that the agreement under which the ass'n was formed was illegal as in restraint of trade.—*Reeves v. Decorah Farmers Co-operative Society.* Supreme Court of Iowa. 140 N. W. 844.

Wrongful Surrender of B/L by Bank to Buyer.—In an action by an indorsee of a draft with B/L attached brought after payment of the draft against its correspondent bank for its wrongful delivery to the buyer, without requiring full payment according to its instructions, the measure of damages was the same as that of the shipper, and, while the indorsee was not bound by an agreement between the buyer and the seller as to the price at the place of delivery, it could recover only the value of the goods at the time they were wrongfully delivered to the buyer.—*Commercial Bank of Chicotah, Okla. v. First State Bank & Trust Co. of Santa Anna.* Court of Civil Appeals of Texas. 153 S. W. 1175.

Delivery on Forged B/L.—Plaintiff, having sold beans to commission merchants, delivered them to defendant carrier and received order Bs/L reciting that the beans had been received, etc., and that the surrender of the original order bill properly indorsed would be required before delivery of the property. The bill recited that the beans were consigned to the order of the commission merchants, with directions to notify D. Bros., to whom the commission merchants had sold the beans, in another city. Plaintiff drew on the merchants for the price of the beans with the B/L attached, but the draft, with the bill, was returned unpaid, and the merchants forged other bills and, with drafts payable to themselves attached, sent the same to the persons to whom the beans were sold, and, these drafts being paid, the beans were delivered by the terminal carrier on the forged bills. Held that, since the original bills described the commission merchants as the shippers, and there was no indication that plaintiff had or claimed any interest in the beans, the carrier having delivered to the persons described in the original bills, it was immaterial that the delivery was made on forged bills and it was therefore not liable to plaintiff as for a conversion of the beans.—*Nelson Grain Co. v. Ann Arbor R. Co.* Supreme Court of Michigan. 140 N. W. 486.

PRELUDE WHEAT.

As a result of breeding experiments commenced in 1888 the Dominion Experimental Farm at Ottawa, Ont., has produced an extremely early ripening variety of wheat, to which the name "Prelude" has been given since it ripens at the very beginning of the wheat harvest.

Prelude wheat has a short straw that stands up well. The heads are bearded, the awns being frequently of a dark color. The chaff is yellowish and downy. The kernels are red, hard, and remarkably plump and heavy. The flour is of high baking strength and somewhat darker than Red Fife or Marquis.

Prelude wheat ripened in 92 and 82 days, respectively, producing an average yield of 31¼ bus. per acre, in the two years it has been grown in test plots at Ottawa. Last year at Brandon it was cut on July 31, 94 days after seeding, and produced a crop of 29 bus. 10 lbs. per acre. At Indian Head it ripened in 113 days, giving a crop of 38 bus. 40 lbs., whereas Marquis required 131 days and Red Fife 138 days.

A limited distribution of this seed will be possible next winter. It should prove a valuable variety in sections where other kinds are killed by early frosts.

We must have the Grain Dealers Journal; could not get along without it.—Ed. H. Hasenwinkle, Patton & Hasenwinkle, Oskaloosa, Ia.

A KAFIR PALACE will be erected by the State of Oklahoma at the International Soils Products Exposition to be held at Tulsa in connection with the International Dry Farming Congress, Oct. 22 to Nov. 1. The legislature has voted \$10,000 to build the "palace".

INSURANCE FIELD MEN TO Meet.

The 6th annual meeting of the Mill & Elevator Mutual Fire Insurance Field Men's Ass'n will be held in Chicago, Tuesday to Friday, May 20 to 23, at the auditorium of the Insurance Exchange Bldg. Headquarters will be at the Hotel Sherman.

In addition to the pres.' address by C. H. Ryerson, treas. report by C. B. Sinex, sec'y's report by Wm. Reed and the reports of 16 regular com'ites, the program will include addresses by the following:

"Inter-Insurance compared with Mutual Insurance" by F. J. Martin.

"Protection against Electrical Hazards", by A. W. Hitchcock.

"Electrical Hazards", by F. J. Postel.

"Ball Bearings", by H. E. Brunner.

"The Inspector from the Miller's Point of View", by O. M. Friend.

"The Milling Problem of To-Day", by A. P. Husband.

Entertainment of ladies, guests and members will include a trip to the Art Institute, luncheon at the Auditorium Hotel; automobile ride over the Boulevards as the guests of the Millers Mutual Casualty Ins. Co.; banquet at Hotel Sherman, music and dancing; trip to Lincoln Park, luncheon served at Park Inn; visit to Zoo; theater party as guests of Michigan Millers Mutual Fire Ins. Co.; launch party along the lake front.

This Ass'n has 56 active and 17 honorary members, nearly all of the elevator mutuals being represented.

WORKMEN'S COMPENSATION Legislation.

Workingmen's compensation laws have been passed and will take effect in the following states: Nebraska, July 17; Minnesota, Oct. 1; Iowa, Jan. 1, and Texas, Sept. 1.

The workingmen's compensation bill now before the Illinois Legislature was reported out by unanimous vote of the Com'ite on Labor as favorable for passage. The bill has the approval of both the labor interests and representatives of employees.

Texas has passed a workingmen's compensation law to take effect June 1. Minnesota's compensation law becomes effective on October 1, and Iowa's law will become effective Jan. 1, 1914. A workingmen's compensation law has passed the Pennsylvania House and has been favorably reported in the Senate without amendment. These laws include practically all employers. While the elevator owner is not, as a rule, the employer of a large number of men, still the liability to injury in an elevator is large; and all elevator men, in order to be thoroly acquainted with their legal obligations, shud make a careful study of the workingmen's compensation law in effect in their state.

We like the Grain Dealers Journal and find many good items in it.—Hamilton Mill & Elevator Co., Hamilton, Tex.

Stockholders of the Minneapolis Fire & Marine Insurance Co. recently elected the following directors: Fred C. Van Dusen, J. R. Marfield, P. L. Howe, Geo. C. Bagley, A. G. Moritz, John D. McMillan, Chas. W. Sexton, C. A. Brown, C. M. Morse, and Alfred Stinson.

MILWAUKEE Post Office has erroneously been charging 1c an ounce on seed samples. After a complaint had been made, Washington officials investigated and ordered the clerks to charge the correct postage, 1c for two ounces.

FEDERAL inspection of grain is provided for in the bill re-introduced in the United States Senate Apr. 7, by Senator Porter J. McCumber. The bill has been read twice and is now in the hands of the Com'ite on Agriculture and Forestry.

THE PEACE RIVER Valley is rapidly developing into a large wheat-producing country, despite its proximity to the Arctic Circle, being aided by the opening of train service in May, 1913, over the Canadian Northern to Athabasca Landing in northern Alberta.

Tri-State Mutual Grain Dealers Fire Insurance Co.

Luverne, Minn.

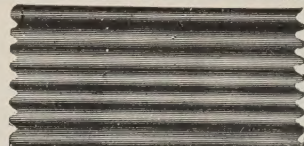
Write for our statement. E. H. Moreland, Secretary

Workmen's Compensation or Employer Liability Insurance

Protects you from liability imposed upon you by the Illinois Workmen's Compensation Law. Write for rates and information.

BALSLEY BROS.
GENERAL INSURANCE AGENCY,
SPRINGFIELD, ILLINOIS

GALVANIZED CORRUGATED Steel Siding, Roofing, Fireproof Window Frames, Sashes, &c



THE SYKES COMPANY, Chicago, Ill. Sheet Metal Contractors, Makers of Fireproof Windows. Write them if you are in the market now or if you expect to be in the future. Contracts taken anywhere in the United States.

They Would Not Freeze in Greenland

PROTECTION TANKS



The old salt water barrels must be put in shape and if you continue to use wooden barrels and common salt, they must be fixed up this spring, this fall, next spring, next fall, and so on until GABRIEL BLOWS HIS TRUMPET.

GET OUR

PROTECTION TANKS

They Solve the Problem

DON'T LUG WATER IN YOUR SLEEP

WRITE

CENTRAL FIRE APPLIANCE CO.
PEORIA, ILL.

INCORPORATED 1877

The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents of same at Cost.

Insurance in Force \$18,433,615.45. Cash surplus \$473,253.91.

GEO. POSTEL, President G. A. McKINNEY, Secretary

HOME OFFICE: Alton, Illinois.

WESTERN DEPARTMENT: Mr. Rollie Watson, Mgr., 402 Sedgwick Bldg., WICHITA, KANSAS.

CLEAN UP!

- ☞ The dull season and pleasant weather make it possible to clean up and make repairs.
- ☞ Every mill and elevator owner is required to put his property in a clean condition and in good state of repair during the slack season.
- ☞ Send your plans of proposed changes and improvements for inspection and approval. We can help you.

Mutual Fire Prevention Bureau

OXFORD, MICH.

CROP IMPROVEMENT.

The county farm bureau of Peoria County, Ill., has employed Henry Truitt of Chillicothe, Ill., as its crop expert.

The Champaign County Soil Improvement Ass'n has employed O. A. Schaub of the U. S. Dept. of Agriculture to act as its sec'y.

Iroquois County, Ill., will employ a farm expert and the board of supervisors have started a subscription list to secure the necessary money.

The Chamber of Commerce of Rockford, Ill., has engaged Stanley F. Morse, Northboro, Mass., to form a soil improvement ass'n for Winnebago County.

Ten Illinois counties have organized crop improvement ass'ns to date, as follows: Kankakee, DeKalb, Livingston, Kane, Peoria, Macoupin, McHenry, Tazewell, Henry, and Champaign counties.

Senator Bacon of Georgia has introduced into congress a bill appropriating \$3,000,000 annually to create agricultural extension departments in connection with the various state agricultural colleges.

Charleston County, S. C.; Branch County, Mich.; Cortland County, N. Y.; and Cowley County, Kan., have recently received \$1,000 each from the Crop Improvement Com'te to aid their farm bureaus.

A better farming demonstration train under the auspices of the Extension Department of the University of Minnesota Agricultural School will be run over the lines of the Northern Pacific Ry. in Minnesota early in June.

The automobile train sent thru Michigan by the International Harvester Co. to instruct farmers how to raise alfalfa traveled 150 miles in the first three days and held 60 meetings. It is estimated that 6,000 farmers have heard the lecturers.

"The County Agent" is the monthly publication of the Crop Improvement Com'te, intended for mailing to county agents and editors of country newspapers. The Com'te will send this paper to anyone interested in its work upon receipt of postage.

The Ohio State University by virtue of the Lloyd bill recently passed by the Ohio Legislature is empowered to conduct general extension work thruout the state. The college began this work in a small way ten years ago. One-week agricultural schools are now conducted in every county in the state. These meetings last year were attended by 75,000 persons and 400,000 bulletins were distributed.

A bill permanently maintaining crop improvement ass'n's has been passed by Missouri, Indiana, Wisconsin, and Minnesota, and is being considered by the legislatures of Illinois, New York, Ohio, Pennsylvania, Kansas, and Oklahoma. While the bills differ somewhat in the various states, the essential point is that they require the farmers and others directly interested in a county first to contribute \$1,000 before outside aid can be given. After this sum has been raised, the county officials are authorized to give \$1,000 to the ass'n. The state in turn is then authorized to contribute \$1,000 and the national government's aid can be accepted. All depends, however, on the residents in a locality first furnishing money voluntarily for the work. Under this law, there is greater certainty that outside money will be properly used, that the farmers and business men will take an active interest in the work, and that better farm management will result.

Boise, Ida., pays the head of the agricultural education work in the public schools and gives him two assistants at good salaries. In addition he is allowed \$1,000 for traveling expenses in acting as agricultural adviser to the farmers in the country around Boise.

During April the Crop Improvement Com'te sent checks of \$1,000 each to the following counties: Spink, S. D., Greene, Mo., Obion, Tenn., St. Clair, Mich., St. Joseph, Mo., Montgomery, Ind., Bibb, Ga., Wahiakum, Wash., Granville, N. C., Trinity, Tex., Kanawha, W. Va., Johnson, Mo., and Allegan County, Mich.

The demand for men trained in agriculture is greater than the supply, according to Dean Chas. F. Curtiss of Iowa State College. The present enrollment in agricultural courses at that college is now 1100, twice as many as the number three years ago and over three times the number seven years ago, and still there is no prospect of an over-supply. More men are going into agriculture for one thing and competent men are greatly in demand to act as experts for crop improvement ass'ns.

The remarkable success following the work of the West Central Minnesota Development Ass'n has demonstrated the effectiveness of an organization of both business men and farmers in building up their territory. This ass'n covers seventeen counties. It has employed eight men to cover the different counties and advise the farmers in everything pertaining to agriculture, and it plans to increase this force to fifteen before the next annual meeting. Team-work pays. The encouragement and financial aid of the business men adds immensely to the stability of the crop improvement organization; the increased returns to the farmer means

increased prosperity to the country merchant. More than any other business man, the prosperity of the elevator operator is dependent upon the welfare of the farmer. For his own good the grain dealer should do everything in his power to help in promoting the crop improvement work.

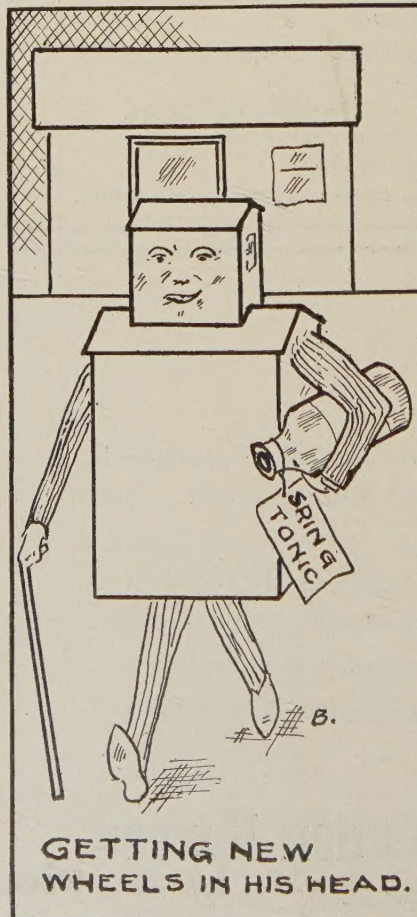
Books Received

GROWING CROPS IN WESTERN NEBRASKA gives the results in crop production at the North Platte Substation from its establishment in 1904 to the present year, together with charts and maps showing the climatic conditions in western Nebraska. Bulletin No. 135, Agricultural Experiment Station of Nebraska, Lincoln, Neb.; sent free on application to E. A. Burnett, Director.

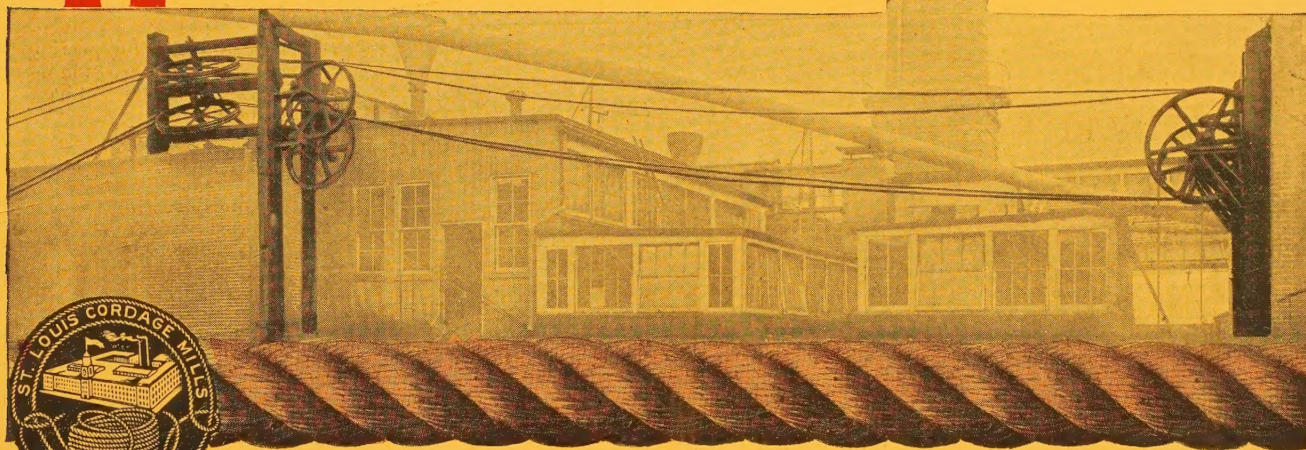
THE MODERN GASOLINE AUTOMOBILE, by Victor W. Pagé, M. E., is a practical and comprehensive treatise on the modern automobile. Mr. Pagé was formerly technical editor of "The Automobile Journal" and is a recognized authority. The book is written in non-technical language and covers the automobile from A to Z. In the first part of the book is given an explanation of the general principles of body design. Next follows a detailed description of the various types of motors and their advantages and disadvantages. Carburetors and ignition systems are next described and explained. The author then treats the various parts and accessories. Chapter XII gives advice as to the operation and care of the automobile, and chapters XIII and XIV deal particularly in engine troubles and repairs. A noteworthy feature of the book is the large number of photographs and drawings which go a far way in helping the novice to understand the text. Cloth binding, 693 pages, 380 illustrations. Norman W. Henley Pub. Co., New York. Price, \$2.50.

CROPS AND SEEDS FOR FARMER AND TRUCKER gives a brief and concise description of the more important grain and forage plants of the South and Southwest, together with an outline of the methods of culture most suitable for each. The book was prepared jointly by Dr. O. M. Ball, Biologist of the Agricultural and Mechanical College of Texas, and Tom Youngblood, of Pittman & Harrison Co., wholesale seed merchants at Sherman, Tex. The booklet contains an immense amount of authoritative information about the various field and garden crops that can be grown in Texas, and it should prove a boon to the farmer venturing on a new crop and a mine of valuable information to the experienced grower. The booklet is printed and distributed by Pittman & Harrison Co. in lieu of a catalog, but the information it gives is absolutely uncolored and the company's name appears at only one place on the cover. For its modesty and its earnest desire to place reliable information in the hands of its farmer patrons, this concern is to be commended. This policy should prove a profitable as well as a wise one. Supplementing the pamphlet the company has issued 7 bulletins by Tom Youngblood, each giving instructions as to the handling of one common farm crop. Pittman & Harrison Co., Sherman, Tex., 92 pages, paper covers; price 12c (refunded on first order of 50c or more).

THREE BILLION DOLLARS for good roads is appropriated in a bill introduced in Congress Apr. 30 by Senator Bourne of Oregon. One billion dollars is for construction, and two billions is for maintenance for a period of 50 years. The fund would be apportioned among the states on the basis of area and population. Each state would be required to deposit in the U. S. Treasury 4% bonds to the amount due it. The Government would loan the states the par value of the bonds and issue 3% 50-year bonds to secure the funds therefore. The 1% extra interest paid by the states would be credited to the states and, this money, together with the 3% compound interest accruing thereon, would serve as a sinking fund. Under this bill Illinois would receive \$39,400,000; Iowa, \$25,000,000; Indiana, \$25,100,000; Michigan, \$28,800,000, and Wisconsin, \$25,000,000.



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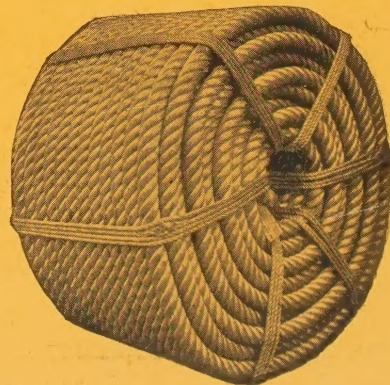
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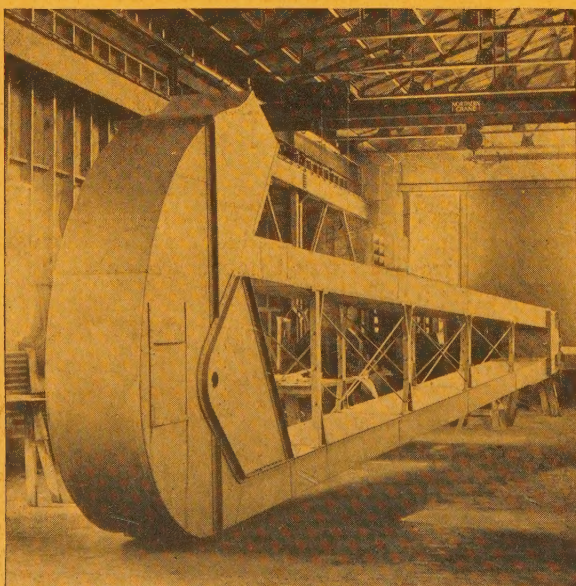
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